

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

NAVAL WAR COLLEGE

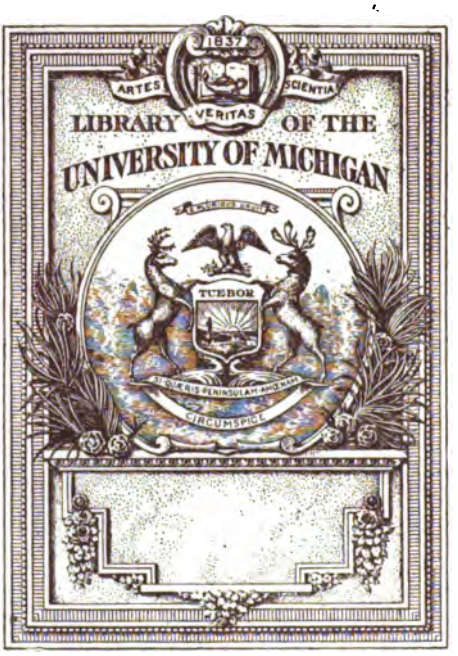
NTERNATIONAL LAW DOCUM

NEUTRALITY

NDUCT AND CONCLUSION OF HOSTI

WITH NOTES

1918


1837
ARTES
SCIENTIA
VERITAS
LIBRARY OF THE
UNIVERSITY OF MICHIGAN
TUEBOR
CIRCUMSPICE


1837
ARTES
SCIENTIA
VERITAS
LIBRARY OF THE
UNIVERSITY OF MICHIGAN
TUEBOR

JX
1295
.U5
1918

NAVAL WAR COLLEGE

INTERNATIONAL LAW DOCUMENTS

▽

NEUTRALITY, CONDUCT AND CONCLUSION OF HOSTILITIES

WITH NOTES

1918



WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

ADDITIONAL COPIES
OF THIS PUBLICATION MAY BE PROCURED FROM
THE SUPERINTENDENT OF DOCUMENTS
GOVERNMENT PRINTING OFFICE
WASHINGTON, D. C.
AT
50 CENTS PER COPY

PREFACE.

As in 1915, 1916, and 1917, so in 1918 it is not possible to offer final opinions in matters relating to the conduct of the war which has been going on since July, 1914.

On April 6, 1917, the United States declared war against Germany and on December 7, 1917, declared war against Austria-Hungary. On November 3, 1918, an armistice was signed with Austria-Hungary. On November 11, 1918, an armistice was signed with the German Empire.

The discussions upon international law at the Naval War College during 1918, conducted by George Grafton Wilson, LL. D., professor of international law in Harvard University, had given special attention to the conduct of the war.

Official and other documents relating particularly to hostilities and to relations arising in consequence thereof have been under consideration. The documents in this volume are among those discussed. Many of these documents are translated from foreign languages. In such cases the language of issue of the documents is usually the only official text. While some of these documents are easily accessible, they are usually scattered, others have been published locally and have not yet appeared in any collection. The arrangement is usually chronological under the name of the State issuing the document. Since some of the documents relate to several subjects, the index has been made unusually complete in order that the volume may be easily serviceable.

As in previous years, the Naval War College desires to receive such questions as officers may deem worthy of consideration, and for such questions the documents herewith published may furnish many suggestions.

J. P. PARKER,
Commodore, United States Navy,
Acting President Naval War College,
Newport, R. I.

DECEMBER 30, 1918.

347220

TABLE OF CONTENTS

	Page.
Declarations of War, Supplementary list	11
Recognition of New States and Changes of Government	11
Armistices	12
Austria-Hungary:	
Recognition of independence of Russian Poland, November 4, 1916	13
Recognition of independence of Czecho-Slovaks and Jugo-Slavs, October 29, 1918	13
Proclamation of abdication of Emperor Charles, November 13, 1918	14
Armistice with Allied and Associated powers, November 3, 1918	14
Appendix to Armistice, November 3, 1918	21
Military Convention, Armistice in Hungary, November 13, 1918	30
Brazil:	
Decree revoking neutrality, June 22, 1917	34
Bulgaria:	
Circular, Defensiva Sea Area, Bay of Bourgas, September 5, 1916	35
Armistice with Allied Powers, September 29, 1918	35
Military Convention, conditions of armistice, September 29, 1918	37
China:	
Regulations, Sojourn of armed merchant vessels, 1917	38
Prize Regulations, 1917	39
Ecuador:	
Regulations, Sojourn of war vessels, January 18, 1917	45
Finland:	
Law declaring for national autonomy, July 19, 1917	47
France:	
Proclamation, Sojourn of vessels, August 9, 1914	47
Law, restricting transfer of national vessels, November 11, 1915	47
Notice, mine fields on Turkish coast, March 4, 1916	48
Ministerial decision restricting transfer of national vessels, March 16, 1916	48
Recognition of independence of Czecho-Slovaks, June 30, 1918	49
Germany:	
Sojourn of vessels—	
Regulations, Sojourn of war vessels, May 14, 1913	49

Germany—Continued.
War measures—
Page.
Declaration, War Zone, November 23, 1917 51
Regulations, Enemy Character of Vessels, July 16, 1917. 52
Notice, Defensive Sea Area around German Bay, March 17, 1918..... 53
Regulations, Enemy Character of Vessels, April 21, 1918. 53
Recognition of Status—
Recognition of Independence of Russian Poland, November 4, 1916..... 53
Recognition of Ukrainian Republic, February 9, 1918.. 54
Recognition of Independence of Lithuania, March 24, 1918. 54
Manifesto of Chancellor concerning abdication of Emperor, November 9, 1918..... 55
Act of Abdication of Emperor, November 28, 1918..... 55
Armistice—
Armistice with Allied and Associated Powers, November 11, 1918..... 56
Appendices to Armistice, November 11, 1918..... 68
Declaration by German Plenipotentiaries on signing Armistice, November 11, 1918..... 73
Conditions added to Armistice, November 11, 1918..... 75
Convention prolonging armistice, December 13, 1918 .. 75
Convention prolonging armistice, January 16, 1919 78
Convention prolonging armistice, February 16, 1919... 84
Great Britain:
War measures—
Proclamation, use of radio on vessels in territorial waters, August 1, 1914 86
Act, restricting transfer of vessels, March 16, 1915..... 87
Notice, visit and search regulations, April 22, 1916..... 87
Act, restricting transfer of vessels, August 23, 1916..... 88
Statement of foreign office, destruction of hospital ships, January 31, 1917..... 89
Statement of Admiralty, destruction of hospital ships, April 22, 1917..... 90
Trade Restrictions
Official Report on Administration of Blockade, 1918... 91
Proclamation, export prohibition, August 3, 1914..... 95
Proclamation, export prohibition to Scandinavian countries, October 2, 1917..... 97
Recognition of International Status—
Statement of Policy with reference to national home for the Jews, December, 1917..... 98
Declaration of Supreme War Council with reference to Poles, Czechs, and Jugo-Slavs, June 4, 1918..... 98
Recognition of Independence of Czecho-Slovaks, August 13, 1918 99

Page.

Honduras:
Declaration of War against Germany, July 19, 1918..... 99
Italy:
Decree, extent of jurisdictional waters, August 6, 1914..... 99
Notice, mine-infested areas of Adriatic, November 20, 1914. 100
Agreement with Allies, entry into war, April 26, 1915..... 101
Decree, requisition of vessels, November 11, 1915..... 104
Decree, requisition of vessels, February 3, 1916..... 104
Decree restricting transfer of national vessels, February 5, 1916..... 105
Decree restricting transfer of national vessels, April 19, 1916..... 105
Notice of mine fields in Tyrrhenian Sea, February 27, 1917. 107
Declaration in reference to oppressed nationalities of Austria-Hungary, April 10, 1918..... 107
Statement, attitude toward Czecho-Slovaks, October 3, 1918..... 109
Japan:
Notification of Sasebo defensive sea area, August 23, 1914... 109
Regulations, Sasebo defensive sea area, August 23, 1914.... 109
Notification of Bako defensive sea area, August 23, 1914.... 110
Regulations, Bako defensive sea area, August 23, 1914..... 110
Declaration, days of grace for German vessels, August 24, 1914..... 112
Instructions, visit and search, April 20, 1916..... 113
Ordinance, restricting transfer of national vessels, September 29, 1917..... 114
Morocco:
Neutrality regulations, July 18, 1917..... 115
Norway:
Note, sojourn of vessels in military ports, December 7, 1914. 117
Note, limits of military port of Vardoe, December 29, 1917. 117
Regulations, extent of jurisdictional waters, June 18, 1918.. 118
Roumania:
Notice, mine fields in the Danube, November 30, 1915..... 118
Notice, mine fields near Cernavoda, June 30, 1916..... 119
Russia:
Sojourn
Regulations, Sojourn of vessels, January 5, 1914..... 120
Prize Regulations—
Supplement to rules of naval war, September 22, 1914.. 121
Regulations, appraisal of prizes, September 22, 1914.... 127
Decree, treatment of cargo in national vessels, August 23, 1915..... 128
Order, enemy character of vessels, March 1, 1916..... 129
Declaration, repealing decree applying Declaration of London, November 21, 1916..... 130

Russia—Continued.
Mine Fields— Page.
Regulations, navigation in Gulf of Finland, August 11, 1914 131
Regulations, floating mines in Black Sea, February 9, 1915 132
Notice, mine laying by Sweden, July 5, 1915 132
Notice, floating mines in White Sea, July 10, 1915 133
Regulations, prohibited area in White Sea, April 11, 1916 133
Notice, mine laying by Sweden and Denmark, 1916 134
Notice of mine fields in Baltic Sea, August 18, 1916 ... 135
Notice, mine fields near Swedish coast, October 20, 1916 135
Notice, mine fields in Gulf of Bothnia, October 24, 1916. 136
Anchorage prohibition, Eastern Ocean, January 23, 1917 136
Regulations, navigation in Gulfs of Baltic Sea, May 13, 1918 137
Trade Restrictions—
Regulations for export of embargoed goods, May 17, 1915 139
Change of Government—
Proclamation, abdication of Tsar, March 15, 1917 144
Armistice—
Armistice with Central Powers, December 15, 1917 145
Sweden:
Proclamation, protection of hospital ships, June 16, 1911 ... 149
Neutrality regulations, December 20, 1912 150
Note, extent of jurisdictional waters, March 5, 1915 153
Law, convoy, October 29, 1915 153
Decree, internment of belligerent war vessels, July 7, 1915 .. 155
Regulations, navigation of Kogrund Passage, August 20, 1916 156
Regulations, navigation in mine fields, 1916 158
Turkey:
Circular, defensive sea area, coast of Asia Minor, August 26, 1916 159
Armistice with Allies, October 30, 1918 159
United States:
War measures—
Act, violation of defensive sea areas, March 4, 1917 161
Act, application of neutrality laws to cobelligerents, May 7, 1917 162
Regulations, navigation of jurisdictional waters, February 25, 1918 162
Executive order, defensive sea area, June 29, 1918 164
Proclamation, restricting transfer of national vessels, August 7, 1918 165

United States—Continued.
Requisition of Foreign Vessels— Page.
Proclamation taking over Dutch vessels, March 20, 1918. 166
Statement of President, taking over of Dutch vessels, March 20, 1918 167
Statement of Navy Department, taking over of Dutch vessels, March 20, 1918 170
Executive order, taking over material on Dutch vessels, March 28, 1918 170
Executive order, requisitioning Austrian vessel, May 11, 1918 171
Censorship Regulations—
Executive order, censorship of cables, April 20, 1917 172
Regulations, cable censorship, May 1, 1917 173
Regulations, cable censorship, May 31, 1917 174
General order, divulging naval information, June 11, 1917 176
Regulations, cable censorship, June 26, 1917 177
Regulations, cable censorship, July 25, 1917 180
Regulations, cable censorship, May 21, 1918 183
Regulations, cable censorship, June 6, 1918 189
Proclamation, taking over cables, November 2, 1918 190
Order, operation of cables, November 20, 1918 191
Trade restrictions—
Executive order creating exports council, June 22, 1917. 192
Official statement, policy of War Trade Board, February 25, 1918 193
Proclamation, exports prohibition, July 9, 1917 195
Proclamation, exports prohibition, February 14, 1918 197
Proclamation, imports prohibition, February 14, 1918 199
Navigation regulations—
Regulations, prohibition of license to sailing vessels, September 29, 1917 201
Regulations, bunker coal, February 1, 1918 202
Regulations, registration of vessels, February 23, 1918 205
Regulations, export of dunnage, September 9, 1918 206
Regulations, restriction of deck cargo on sailing vessels, September 10, 1918 207
Recognition of international status—
Recognition of French protectorate in Morocco, January 17, 1917 208
Recognition of provisional government in Russia, March 22, 1917 208
Recognition of aspirations of Czecho-Slovaks and Jugo-Slavs, May 31, 1918 209
Recognition of belligerency of Czecho-Slovaks, September 3, 1918 209

United States—Continued.
Recognition of international status—Continued. Page.
Demand for Austrian recognition of independence of Czecho-Slovaks and Jugo-Slavs, October 18, 1918..... 209
Recognition of belligerency of Poles, November 2, 1918.. 209
Note informing Germany of terms on which armistice may be concluded, November 5, 1918..... 211
Recognition of provisional government of Poland, January 30, 1919..... 212
Uruguay:
Decree, requiring radio telegraphy on vessels, January 13, 1912..... 212
Decree, requisitioning German vessels, September 14, 1917.. 213

INTERNATIONAL LAW DOCUMENTS.

DECLARATIONS OF WAR.[1]

Bulgaria against Roumania, September 1, 1916. (Naval War College, International Law Documents, 1917, p. 67.)
Costa Rica, against Germany, May 24, 1918. (N. W. C., 1917, p. 77.)
Cuba against Austria, December 16, 1917.
Guatemala against Austria, April 22, 1918. (N. W. C., 1917, p. 162.)
Guatemala against Germany, April 22, 1918. (N. W. C., 1917, p. 162.)
Haiti against Germany, July 15, 1918.
Honduras against Germany, July 19, 1918. (p. 99.)
Nicaragua against Austria, May 6, 1918.
Nicaragua against Germany, May 6, 1918.

RECOGNITION OF NEW STATES AND CHANGES OF GOVERNMENT.

Austria: Abdication of Emperor Charles, November 13, 1918. (p. 14.)
Bulgaria:
- Abdication of King Ferdinand, October 5, 1918.
- Abdication of King Boris, November 2, 1918.

Czecho-Slovak Republic:
- Declaration of Autonomy, May 30, 1917.
- Declaration of Independence, Paris, October 18, 1918.
- Declaration of Independence, Philadelphia, October 26, 1918.
- Recognition by France, June 30, 1918. (p. 49.)
- Recognition by Italy, June 30, 1918. (p. 109.)
- Recognition by Great Britain, August 13, 1918. (p. 99.)
- Recognition by United States, September 3, 1918. (p. 209.)
- Recognition by Japan, September 9, 1918.
- Recognition by Cuba, November 5, 1918.
- Recognition by Austria, October 29, 1918. (p. 13.)

Esthonia: Recognition by Great Britain, May 5, 1918.
Finland:
- Law declaring national autonomy, July 19, 1917. (p. 47.)
- Declaration of Independence, December 7, 1917.
- Recognition by Sweden, January 3, 1918.
- Recognition by France, January 7, 1918.
- Recognition by Germany, January 7, 1918.
- Recognition by Norway, January 10, 1918.
- Recognition by Denmark, January 10, 1918.
- Recognition by Switzerland, January 17, 1918.
- Recognition by Russia, March 1, 1918.

[1] Additions to list in Naval War College, International Law Documents, 1917, p. 15. See list in Official U. S. Bulletin, Nov. 7, 1918, p. 3.

Uruguay having assumed an attitude of partiality toward the United States and the Allies and having broken relations with Germany (N. W. C., 1917, p. 249), requested on Apr. 11, 1918, whether Germany regarded war as existing. Germany replied in the negative May 16, 1918. (N. Y. Times, Current History, 8 (pt. 1): 429.)

Germany: Abdication of Emperor William, November 28, 1918. (p. 55.)

Hedjaz:

Declaration of Independence, June 27, 1916. (N. W. C., 1917, p. 17.)

Recognition by Great Britain, March 19, 1917. (N. W. C., 1917, p. 20.)

Jugo-Slav Peoples:

Declaration of Corfu, July 27, 1917.

Declaration of Rome, April 10, 1918. (p. 107.)

Approval of nationalistic aspirations by United States, May 31, 1918. (p. 209.)

Approval of nationalistic aspirations by Allied Supreme War Council, June 4, 1918. (p. 98.)

Approval of nationalistic aspirations by Austria, October 29, 1918. (p. 13.)

Lithuania: Recognition by Germany, March 24, 1918. (p. 54.)

Poland:

Recognition by Germany, November 4, 1916. (p. 53.)

Recognition by Austria, November 4, 1916. (p. 13.)

Recognition of belligerency by United States, November 2, 1918. (p. 209.)

Recognition of Provisional Government by United States, January 30, 1919. (p. 212.)

Russia:

Abdication of Czar Nicholas, March 15, 1917. (p. 144.)

Recognition of Provisional Government by United States, March 22, 1917. (p. 208.)

Recognition of Provisional Government by France, March 22, 1917.

Recognition of Provisional Government by Great Britain, March 22, 1917.

Recognition of Provisional Government by Italy, March 22, 1917.

Ukraine:

Declaration of Independence, November 20, 1917.

Recognition by Germany, February 9, 1918. (54.)

Recognition by Russia, June 13, 1918.

ARMISTICES.

Roumania with Germany, Austria, Turkey, Bulgaria, December 9, 1917.[1]

[1] The terms of this armistice, signed at Focshani, were denounced Mar. 2 and expired, Mar. 5, 1918, at 12 noon, but before that time preliminaries of peace were signed at Buftea, Mar. 5, 1918, providing for a 14-day truce, to run from midnight, Mar. 5, 1918, with a period of three days for denunciation. (N. Y. Times, Current History, 8 (pt. 1): 57; London Times, History of the War, 17: 39.) A treaty of peace was signed at Bucharest May 6, 1918 (N. Y. Times, Current History, 8 (pt. 1): 531; 8 (pt. 2): 127; London Times, History of the War, 17: 44.)

Russia with Germany, Austria, Turkey, Bulgaria, December 16, 1917. (p. 145.)
Bulgaria with Allies, September 29, 1918. (p. 35.)
Turkey with Allies, October 30, 1918. (p. 159.)
Austria with Allies and Associated Powers, November 3, 1918. (p. 14.)
Germany with Allies and Associated Powers, November 11, 1918. p. 56.)

AUSTRIA-HUNGARY.

Recognition of independence of Russian Poland and autonomy of Galicia November 4, 1916.

DEAR DR. VON KOERBER: In accordance with the understanding [1] reached between me and the German Emperor, an independent State with an hereditary monarchy and a constitution will be formed of the Polish districts which our brave armies have snatched from Russian rule. On this occasion I recall with deep emotion the many proofs of devotion and loyalty which during my reign I have received from Galicia and the great and heavy sacrifices which this Province, exposed in the present war to a fierce enemy assault, had to bear in the interest of the victorious defense of the eastern frontiers of the Empire, sacrifices which secure for it a lasting claim on my warmest fatherly regard.

It is therefore my will at the moment when the new State comes into existence and coincident with this development to grant Galicia also the right to manage independently its own internal affairs in as full a measure as this can be done in accordance with its membership of the State as a whole and with the latter's prosperity, and thereby give the population of Galicia a guarantee for its racial and economic development. In informing you of this my intention I charge you to prepare suitable proposals for its legal realization and to submit these to me.

FRANCIS JOSEPH,

(Countersigned) KOERBER.

Vienna, November 4, 1916.

Recognition of independence of Czecho-Slovaks and Jugo-Slavs, October 29, 1918.

[Official U. S. Bulletin, No. 451, p. 1.]

Swedish Minister to Secretary of State.

DEPARTMENT OF AUSTRO-HUNGARIAN INTERESTS,
LEGATION OF SWEDEN,
Washington, D. C., October 29, 1918.

EXCELLENCY: By order of my Government, I have the honor to beg you to transmit to the President the following communication from the Imperial and Royal Government of Austria-Hungary.

In reply to the note of the President, Mr. Wilson, to the Austro-Hungarian Government dated October 18 of this year,[2] and about the decision of the President to take up with Austro-Hungary separately the question of armistice and peace, the Austro-Hungarian

[1] Infra, p. 53. [2] Infra, p. 209.

Government has the honor to declare that it adheres both to the previous declarations of the President and his opinion of the rights of the peoples of Austro-Hungary, notably those of the Czecho-Slovaks and the Jugo-Slavs, contained in his last note. Austria-Hungary, having thereby accepted all the conditions which the President had put upon entering into negotiations on the subject of armistice and peace, nothing, in the opinion of the Austro-Hungarian Government, longer stands in the way of beginning these negotiations. The Austro-Hungarian Government therefore declares itself ready to enter, without waiting for the outcome of other negotiations, into negotiations for a peace between Austria-Hungary and the entente states and for an immediate armistice on all the fronts of Austria-Hungary, and begs the President, Mr. Wilson, to take the necessary measures to that effect.

Be pleased to accept, excellency, the assurance of my high consideration.

W. A. F. EKENGREN.

His Excellency, ROBERT LANSING,
Secretary of State of the United States,
Washington, D. C.

Proclamation of abdication issued by Emperor Charles, November 13, 1918.

Filled with unalterable love for my peoples, I will not hinder their free development.

I acknowledge German Austria's decision to become a separate State.

I relinquish all participation in the administration of State affairs.

May the peoples harmoniously and peacefully adjust themselves to the new conditions.

Terms of Armistice with Allied and Associated Powers, signed at Villa Giusti November 3, 1918.

[Appendices; 1 protocol with sketch map.]

I.

MILITARY CLAUSES.

1. The immediate cessation of hostilities by land, sea, and air.

2. Total demobilization of the Austro-Hungarian Army and immediate withdrawal of all Austro-Hungarian forces operating on the front from the North Sea to Switzerland.

Within Austro-Hungarian territory, limited as in clause 3 below, there shall only be maintained as Austro-Hungarian military forces a maximum of 20 divisions, reduced to prewar effectiveness.

Half the divisional and army corps artillery and equipment shall be collected at points to be

[Annexes: 1 protocole avec croquis.]

I.

CLAUSES MILITAIRES.

1. Cessation immédiate des hostilités sur terre, sur mer et dans l'air.

2. Démobilisation totale de l'armée austro-hongroise et retrait immédiat de toutes les unités qui opèrent sur le front de la mer du Nord à la Suisse.

Il ne sera maintenu sur le territoire austro-hongrois, dans les limites ci-dessous indiquées au § 3, comme forces militaires austro-hongroises, qu'un maximum de 20 divisions réduites à l'effectif du pied de paix d'avant guerre.

La moitié du matériel total d'artillerie divisionnaire, d'artil-

indicated by the Allies and United States of America for delivery to them, beginning with all such material as exists in the territories to be evacuated by the Austro-Hungarian forces.

3. Evacuation of all territories invaded by Austria-Hungary since the beginning of war. Withdrawal within such periods as shall be determined by the commanders in chief of the allied forces on each front of the Austro-Hungarian armies behind a line fixed as follows: From Piz Umbrail to the north of the Stelvio it will follow the crest of the Rhetian Alps up to the sources of the Adige and the Eisach, passing thence by Mounts Reschen and Brenner and the heights of Oetz and Ziller. The line thence turns south, crossing Mount Toblach and meeting the present frontier of the Carnic Alps. It follows this frontier up to Mount Tarvis, and after Mount Tarvis the watershed of the Julian Alps by the Col of Predil, Mount Mangart, the Tricorno (Terglou), and the watershed of the Cols of Podberdo, Podlaniscam, and Idria. From this point the line turns southeast toward the Schneeberg, excludes the whole basin of the Save and its tributaries. From Schneeberg it goes down toward the coast in such a way as to include Castua, Mattuglia, and Volosca, in the evacuated territories.

It will also follow the administrative limits of the present Province of Dalmatia, including to the north Lisarica and Tridania and,

lerie de corps d'armée ainsi que l'équipement correspondant en commençant par tout ce qui se trouve sur les territoires à évacuer par l'armée austro-hongroise, devra être réuni entre des points à fixer par les Alliés et les Etats-Unis d'Amérique pour leur être livré.

3. Evacuation de tout territoire envahi par l'Autriche-Hongrie depuis le début de la guerre et retrait des forces austro-hongroises dans un délai à déterminer par les généraux commandants en chef les forces alliées sur les différents fronts, au del à d'une ligne fixée comme suit:

Du Piz Umbrail jusqu'au nord du Stelvio, elle suivra la crête des Alpes Rhétiennes jusqu'aux sources de l'Adige et de l'Eisach, passant alors par les monts Reschen et Brenner et sur les hauteurs de l'Oetz et du Ziller.

La ligne ensuite se dirigera vers le sud, traversera le Mont Toblach et rejoindra la frontière actuelle des Alpes Carniques. Elle suivra cette frontière jusqu'au Mont Tarvis, et après le Mont Tarvis, la ligne de partage des eaux des Alpes Juliennes par le Col Prédil, le Mont Mangart, le Tricorno (Terglou) et la ligne de partage des eaux des Cols de Podberdo, de Podlaniscam et d'Idria. A partir de ce point, la ligne suivra la direction du sud-est vers le Schneeberg, laissant en dehors d'elle tout le bassin de la Save et de ses tributaires; du Schneeberg, la ligne descendra vers la côte, de manière à inclure Castua, Mattuglia et Volosca dans les territoires évacués.

to the south, territory limited by a line from the coast of Cape Planca to the summits of the watershed eastward, so as to include in the evacuated area all the valleys and watercourses flowing toward Sebenico, such as the Cicola, Kerka, Butisnica, and their tributaries. It will also include all the islands in the north and west of Dalmatia from Premuda, Selve, Ulbo, Scherda, Maon, Pago, and Puntadura in the north up to Meleda in the south, embracing Sant' Andrea, Busi, Lissa, Lesina, Tercola, Curzola, Cazza, and Lagosta, as well as the neighboring rocks and islets and Pelagora, only excepting the islands of Great and Small Zirona, Bua, Solta, and Brazza. All territory thus evacuated shall be occupied by the forces of the Allies and of the United States of America.

Maintenance in place of all the military and railway material of the enemy found on the territory to be evacuated. Surrender to the Allies and the United States of all this material (supplies of coal and others included), according to the detailed instructions given by the commanders in chief of the associated powers on the different fronts.

No new destruction, pillage, or requisition to be done by enemy troops in the territories to be evacuated by them and occupied by the forces of the associated powers.

Elle suivra également les limites administratives actuelles de la province de Dalmatie, en y comprenant, au nord, Lisarica et Tridania et au sud, jusqu'à une ligne partant sur la côte du Cap Planka et suivant vers l'est les sommets des hauteurs formant la ligne de partage des eaux, de manière à comprendre dans les territoires évacués toutes les vallées et cours d'eau descendant vers Sebenico, comme la Cicola, la Kerka, la Butisnica et leurs affluents. Elle enfermera aussi toutes les îles situées au nord et à l'ouest de la Dalmatie depuis Prémuda, Selve, Ulbo, Scherda, Maon, Pago et Puntadura au nord, jusqu'à Meleda au sud, en y comprenant Sant'Andrea, Busi, Lissa, Lesina, Tercola, Curzola, Cazza et Lagosta, ainsi que les rochers et îlots environnants, et Pelagosa, à l'exception seulement des îles Grande et Petite Zirona, Bua, Solta et Brazza.

Tous les territoires ainsi évacués seront occupés par les forces des Alliés et des Etats-Unis d'Amérique.

Maintien sur place de tout le matériel militaire et de chemin de fer ennemi qui se trouve sur les territoires à évacuer.

Livraison aux Alliés et aux Etats-Unis de tout ce matériel (approvisionnements de charbon et autres compris) suivant les instructions de détail données par les Généraux Commandants en chef les forces des Puissances associées sur les différents fronts.

Aucune destruction nouvelle, ni pillage, ni réquisition nouvelle par les troupes ennemies dans les territoires à évacuer par l'ennemi et à occuper par les forces des Puissances associées.

4. The Allies shall have the right of free movement over all road and rail and waterways in Austro-Hungarian territory and of the use of the necessary Austrian and Hungarian means of transportation. The armies of the associated powers shall occupy such strategic points in Austria-Hungary at times as they may deem necessary to enable them to conduct military operations or to maintain order.

They shall have the right of requisition on payment for the armies of the associated powers wherever they may be.

5. Complete evacuation of all German troops within 15 days not only from the Italian and Balkan fronts but from all Austro-Hungarian territory.

Internment of all German troops which have not left Austria-Hungary within the date.

6. The administration of the evacuated territories of Austria-Hungary will be entrusted to the local authorities under the control of the allied and associated armies of occupation.

7. The immediate repatriation without reciprocity of all allied prisoners of war and interned subjects and of civil populations evacuated from their homes on conditions to be laid down by the commanders in chief of the forces of the allied powers on the various fronts.

8. Sick and wounded who can not be removed from evacuated territory will be cared for by Austro-Hungarian personnel, who will be left on the spot with the medical material required.

4. Possibilité pour les Armées des Puissances associées de se mouvoir librement par l'ensemble des routes, chemins de fer et voies fluviales des territoires austro-hongrois nécessaires.

Occupation par les Armées des Puissances associées de tous points stratégiques en Autriche-Hongrie et à tous moments jugés nécessaires par ces Puissances, pour rendre possible toutes opérations militaires ou pour maintenir l'ordre.

Droit de réquisition contre paiement pour les Armées des Puissances associées dans tous les territoires où elles se trouveront.

5. Complète évacuation, dans un délai de 15 jours, de toutes troupes allemandes, non seulement des fronts d'Italie et des Balkans, mais de tous territoires austro-hongrois.

Internement de toutes troupes allemandes qui n'auraient pas quitté avant ce délai le territoire austro-hongrois.

6. Les territoires austro-hongrois évacués seront provisoirement administrés par les autorités locales sous le contrôle des troupes alliées ou associées d'occupation.

7. Rapatriement immédiat, sans réciprocité, de tous les prisonniers de guerre, sujets, alliés internés et populations civiles évacuées, dans les conditions à fixer par les Généraux Commandants en chef les Armées des Puissances alliées sur les fronts.

8. Les malades et blessés inévacuables seront soignés par du personnel austro-hongrois qui sera laissé sur place avec le matériel nécessaire.

116506—19——2

II.

NAVAL CONDITIONS.

1. Immediate cessation of all hostilities at sea and definite information to be given as to the location and movements of all Austro-Hungarian ships.

Notification to be made to neutrals that freedom of navigation in all territorial waters is given to the naval and mercantile marine of the allied and associated powers, all questions of neutrality being waived.

2. Surrender to Allies and the United States of 15 Austro-Hungarian submarines completed between the years 1910 and 1918, and of all German submarines which are in or may hereafter enter Austro-Hungarian territorial waters. All other Austro-Hungarian submarines to be paid off and completely disarmed and to remain under the supervision of the Allies and United States.

3. Surrender to Allies and United States with their complete armament and equipment of 3 battleships, 3 light cruisers, 9 destroyers, 12 torpedo boats, 1 mine layer, 6 Danube monitors to be designated by the Allies and United States of America. •All other surface warships (including river craft) are to be concentrated in Austro-Hungarian naval bases to be designated by the Allies and United States of America, and are to be paid off and completely disarmed and placed under the supervision of Allies and United States of America.

II.

CLAUSES NAVALES.

I. Cessation immédiate de toute hostilité sur mer et indications précises de l'emplacement et des mouvements de tous les bâtiments austro-hongrois.

Avis sera donné aux neutres de la liberté concédée à la navigation des marines de guerre et de commerce des Puissances alliées et associées dans toutes les eaux territoriales, sans soulever des questions de neutralité.

II. Livraison aux Alliés et aux Etats-Unis d'Amérique de 15 sous-marins austro-hongrois achevés de 1910 à 1918 et de tous les sous-marins allemands se trouvant ou pouvant pénétrer dans les eaux territoriales austro-hongroises. Désarmement complet et démobilisation de tous les autres sous-marins austro-hongrois, qui devront rester sous la surveillance des Alliés et des Etats-Unis d'Amérique.

III Livraison aux Alliés et aux Etats-Unis d'Amérique, avec leur armement et équipement complets, de 3 cuirassés, 3 croiseurs légers, 9 destroyers, 12 torpilleurs, 1 mouilleur de mines, 6 monitors du Danube à désigner par les Alliés et les Etats-Unis d'Amérique.

Tous les autres bâtiments de guerre de surface (y compris ceux de rivière) devront être concentrés dans les bases navales austro-hongroises qui seront désignées par les Alliés et les Etats-Unis d'Amérique et devront être démobilisés et complètement désarmés et placés sous la surveillance des Alliés et des Etats-Unis d'Amérique.

4. Freedom of navigation to all warships and merchant ships of allied and associated powers to be given in the Adriatic and up the River Danube and its tributaries in the territorial waters and territory of Austria-Hungary.

The Allies and associated powers shall have the right to sweep up all mine fields and obstructions and the positions of these are to be indicated.

In order to insure the freedom of navigation on the Danube the Allies and the United States of America shall be empowered to occupy or to dismantle all fortifications or defense works.

5. The existing blockade conditions set up by the allied and associated powers are to remain unchanged and all Austro-Hungarian merchant ships found at sea are to remain liable to capture, save exceptions which may be made by a commission nominated by the Allies and the United States of America.

6. All naval air craft are to be concentrated and immobilized in Austro-Hungarian bases to be designated by the Allies and the United States of America.

7. Evacuation of all the Italian coasts and of all ports occupied by Austria-Hungary outside their national territory and the abandonment of all floating craft, naval materials, equipment, and materials for inland navigation of all kinds.

8. Occupation by the Allies and the United States of America of the land and sea fortifications and the islands which form the defenses and of the dockyards and arsenal at Pola.

IV. Liberté de navigation de tous les bâtiments des marines de guerre et de commerce des Puissances alliées et associées dans l'Adriatique, y compris les eaux territoriales, sur le Danube et ses affluents en territoire austro-hongrois.

Les Alliés et les Puissances associées auront le droit de draguer tous les champs de mines et détruire les obstructions dont l'emplacement devra leur être indiqué.

Pour assurer la liberté de navigation sur le Danube les Alliés et les Etats-Unis d'Amérique pourront occuper ou démanteler toutes les ouvrages fortifiés et de défense.

V. Maintien du blocus des Puissances alliées et associées dans les conditions actuelles, les navires austro-hongrois trouvés en mer restent sujets à capture, sauf les exceptions qui seront admises par une Commission qui sera désignée par les Alliés et les Etats-Unis d'Amérique.

VI. Groupement et immobilisation dans les bases austro-hongroises désignées par les Alliés et les Etats-Unis d'Amérique de toutes les forces aériennes navales.

VII. Evacuation de toute la côte italienne et de tous les ports occupés par l'Autriche-Hongrie en dehors de son territoire national et abandon de tout le matériel flottant, matériel naval, équipement et matériel pour voie navigable de tout ordre.

VIII. Occupation par les Alliés et les Etats-Unis d'Amérique des fortifications de terre et de mer, et des îles constituant la défense de Pola, ainsi que des chantiers et de l'Arsenal.

9. All merchant vessels held by Austria-Hungary belonging to the Allies and associated powers to be returned.

10. No destruction of ships or of materials to be permitted before evacuation, surrender, or restoration.

11. All naval and mercantile marine prisoners of the allied and associated powers in Austro-Hungarian hands to be returned without reciprocity.

The undersigned plenipotentiaries, duly authorized, declare approval of the above indicated conditions.

November 3, 1918.

The Representatives of the supreme command of the Austro-Hungarian Army:

Signed:

VICTOR WEBER EDLER VON WEBENAU.
KARL SCHNELLER.
Y. VON LIECHTENSTEIN.
J. V. NYEKHEGYI.
ZWIERKOWSKI.
VICTOR FREIHERR VON SEILLER.
KAMILLO RUGGERA.

The Representatives of the supreme command of the Italian Army:

Signed:

Lieut. Gen. PIETRO BADOGLIO.
Maj. Gen. SCIPIONE SCIPIONI.
Col. TULLIO MARCHETTI.
Col. PIETRO GAZZERA.
Col. PIETRO MARAVIGNA.
Col. ALBERTO PARIANI.
Nav. Capt. FRANCESCO ACCINNI.

NOTE.—In the text of the Armistice, after par. 11, the following words have been written by hand: "It is acknowledged that five words written by hand have been added on the first page." This refers to the phrase: "Appendices: 1 protocol with sketch-map."

IX. Restitution de tous les navires de commerce des Puissances alliées et associées détenus par l'Autriche-Hongrie.

X. Interdiction de toute destruction des navires ou de matériel avant évacuation, livraison ou restitution.

XI. Restitution, sans réciprocité, de tous les prisonniers de guerre des marines de guerre et de commerce des Puissances alliées et associées au pouvoir des austro-hongrois.

Les plénipotentiaires soussignés, dûment autorisés, déclarent d'approuver les conditions sus-indiquées.

3 Novembre 1918.

Les représentants du Commandement Suprême de l'Armée Austro-Hungroise:

Signés:

VICTOR WEBER EDLER VON WEBENAU.
KARL SCHNELLER.
Y. VON LIECHTENSTEIN.
J. V. NYEKHEGYI.
ZWIERKOWSKI.
VICTOR FREIHERR VON SEILLER.
KAMILLO RUGGERA.

Les représentants du Commandement Suprême de l'Armée Italienne:

Signés:

TEN. GEN. PIETRO BADOGLIO.
MAGG. GEN. SCIPIONE SCIPIONI.
COLONN. TULLIO MARCHETTI.
COLONN. PIETRO GAZZERA.
COLONN. PIETRO MARAVIGNA.
COLONN. ALBERTO PARIANI.
CAP. VASC. FRANCESCO ACCINNI.

NOTE.—Dans le texte de l'Armistice après le § XI on a écrit par main les mots suivants: "On reconnaît l'adjonction de cinq mots écrits par main dans la première page." Il s'agit de la phrase: "Annexes: 1 protocole avec croquis."

APPENDIX.

APPENDED PROTOCOL

Containing the details and the execution clauses of certain points of the armistice between the allied and associated powers and Austria-Hungary.

I.

MILITARY CLAUSES.

1. Hostilities by land, at sea, and in the air shall cease on all the fronts of Austria-Hungary 24 hours after the signature of the armistice; that is, at 15 o'clock (3 p. m.) on November 4 (Central European time).

From that moment the Italian, allied, and associated troops shall refrain from advancing beyond the line attained up to then.

The Austro-Hungarian troops and the troops of the countries allied with Austria-Hungary shall withdraw to a distance at least 3 kilometers in an air line from the line reached by the Italian troops or by the troops of the allied and associated countries. The inhabitants of the 3-kilometer zone comprised between the two above-mentioned lines may, in order to obtain the necessary provisions, apply to their own national army or to the armies of the allied or associated powers.

All the Austro-Hungarian troops who at the time of cessation of hostilities are behind the fighting line reached by the Italian troops shall be considered as being prisoners of war.

2. As regards the clauses contained in the second and third articles on the subject of the

PROTOCOLE ANNEXE

contenant les détails et les clauses d'exécution de certains points de l'Armistice entre les Puissances alliées et associées et l'Autriche-Hongrie.

I.

CLAUSES MILITAIRES.

1. Les hostilités par terre, par mer et dans l'air cesseront sur tous les fronts de l'Autriche-Hongrie 24 heures après la signature de l'Armistice, c'est-à-dire à 15 heures du 4 novembre (heure de l'Europe centrale).

A partir de ce moment les troupes italiennes et associées s'abstiendront d'avancer au delà de la ligne jusqu'à ce moment rejointe.

Les troupes austro-hongroises et les troupes des Pays alliés à l'Autriche-Hongrie devront se retirer à une distance d'au moins 3 Km. en ligne d'air, de la ligne rejointe par les troupes italiennes ou par les troupes des Pays alliés et associés. Les habitants de la zone de 3 Km. comprise entre les deux lignes susindiquées pourront s'adresser, pour obtenir les ravitaillements nécessaires, à leur propre armée nationale ou aux armées des Puissances associées.

Toutes les troupes austro-hongroises qui à l'heure de la cessation des hostilités se trouveront à l'arrière de la ligne de combat rejointe par les troupes italiennes, doivent être considérées comme étant prisonnières de guerre.

2. Pour ce qui concerne les clauses contenues dans les articles 2 et 3 au sujet des artilleries et de

Artillery and its equipment and of the military material which is to be assembled at places indicated or left on the spot in the territories which are to be evacuated, the Italian plenipotentiaries, as representatives, of all the allied and associated powers, declare that they give said clauses the following interpretation, which shall be authoritative (aura un caractere executif):

(*a*) Every article which may be used for a war purpose, or the component parts of which can be used for such a purpose, shall be ceded to the allied and associated powers.

The Austro-Hungarian Army and the German troops are authorized to carry off only what constitutes a part of the equipment and the personal armament of the soldiers who are to evacuate the territories indicated in article 3, as well as the horses of the officers, the train, and the horses organically intended for each unit for the transportation of food, of kitchens, of the baggage of officers, and of the sanitary material. This clause applies to all the different armies and to all the services of the armies.

(*b*) As regards particularly the Artillery, it is settled that the Austro-Hungarian Army and the German troops shall leave in the territory to be evacuated all the artillery material and all their equipment.

The necessary calculation, in order to determine accurately and completely the total number of divisional artilleries and Army corps which Austria-Hungary possesses at the moment of the cessa-

leur équipement, et du matériel militaire qui doit être réuni en des lieux indiqués ou laissé sur place dans les territoires qui seront évacués, les plénipotentiaires italiens en qualité de représentants de toutes les Puissances alliées et associées déclarent de donner aux dites clauses l'interprétation, qui aura caractère exécutif:

(*a*) Tout objet dont on puisse se servir dans un but de guerre, ou dont les parties qui le compose puissent être employées dans un tel but, devra être cédé aux Puissances alliées et associées.

L'armée austro-hongroise et les troupes allemandes sont autorisées à emporter uniquement ce qui fait partie de l'équipement et de l'armement personnel des militaires qui doivent évacuer les territoires indiqués à l'article 3, ainsi que les chevaux des officiers, le train et les chevaux organiquement destinés à chaque unité pour le transport des vivres, des cuisines, du bagage des officiers et du matériel sanitaire. Cette clause s'applique à toutes les différentes armes et à tous les services des armées.

(*b*) En ce qui concerne particulièrement l'artillerie, il est établi que l'armée austro-hongroise et les troupes allemandes laisseront dans le territoire qui doit être évacué tout le matériel d'artillerie et tout son équipement.

Le calcul nécessaire pour établir d'une façon exacte et complète le nombre total des artilleries divisionnaires et de corps d'armée dont dispose l'Autriche-Hongrie au moment de la cessation des

tion of hostilities (and half of which is to be ceded to the allied and associated powers), will be made later on so as to settle, if necessary, the delivery of other artillery material of the Austro-Hungarian Army and possibly the return of material to the Austro-Hungarian Army to be made by the allied and associated armies.

All artilleries which do not constitute an organic part of the divisional artilleries and of Army corps shall be ceded without any exception; nevertheless it will not be necessary to calculate their number.

(c) The delivery of all the divisional artilleries and of Army corps shall take place, for the Italian front, in the following localities: Trento, Bolzano, Pieve di Cadore, Stazione per la Carnia, Tolmino, Gorizia, and Trieste.

3. The commanders in chief of the allied and associated armies on the different fronts of Austria-Hungary shall appoint special commissions which shall immediately proceed, accompanied by the necessary escorts, to the places which they may deem most appropriate in order to see to the execution of what is provided above.

4. The names M. Toblach and M. Tarvis indicate groups of mountains which overlook the Toblach saddle (selle) and the Tarvis conch, as appears from the sketch on a scale of 1–500,000, appended hereto by way of elucidation.[1]

5. The evacuation of the Austro-Hungarian troops and of the allied troops from Austria-Hungary be-

hostilités, dont la moitié doit être cédé aux Puissances associées, sera exécuté plus tard, de façon à fixer s'il y en aura lieu, la remise d'autre matériel d'artillerie de l'armée austro-hongroise et éventuellement le retour de matériel à l'armée austro-hongroise à effectuer par les armées alliées et associées.

Toutes les artilleries qui ne font pas organiquement partie des artilleries divisionnaires et de corps d'armée devront être cédées, sans exception aucune; pourtant il ne sera pas nécessaire d'en calculer le nombre.

(c) La remise de toutes les artilleries divisionnaires et de corps d'armée devra s'effectuer, pour le front italien, dans les localités suivantes: Trento, Bolzano, Pieve di Cadore, Stazione per la Carnia, Tolmino, Gorizia, Trieste.

3. Les Commandants en chef des armées alliées et associées sur les différents fronts d'Autriche-Hongrie, nommeront des Commissions spéciales qui devront immédiatement se rendre, accompagnées des escortes nécessaires, dans es lieux qu'elles jugeront les plus indiqués pour contrôler l'exéxution de ce qui est ci-dessus établi.

4. Il est établi que les dénominations M. Toblach et M. Tarvis veulent indiquer les groupes de montagnes qui dominent la selle de Toblach et la conque de Tarvis ainsi qu'il ressort du croquis 1/500,000 ci-joint à titre d'éclaircissement.

5. L'évacuation des troupes austro-hongroises et des troupes alliées à l'Autriche-Hongrie au-

[1] Not printed.

yond the line indicated in article 3 of the protocol of the armistice conditions shall take place, for the Italian front, within a period of 15 days (a fortnight) from the date on which the hostilities cease.

On the 5th day the Austro-Hungarian troops or those allied with Austria-Hungary shall, as regards the Italian front, be situated beyond the line: Tonale–Noce–Lavis–Avisio–Pordoi–Livinallongo–Falzarego–Pieve di Cadore–Colle Mauria–Alto Tagliamento–Fella–Raccolana–Sella di Nevea–Isonzo. They shall, moreover, have effected their retreat out of the territory of Dalmatia as fixed in the above-mentioned article.

The Austro-Hungarian troops of land and sea or the troops allied with Austria-Hungary, which shall not have effected their retreat out of the territory fixed within a period of two weeks, shall be considered as prisoners of war.

6. The payment of the requisitions which the armies of the allied and associated powers may make in the Austro-Hungarian territory shall take place according to the rules fixed in the first paragraph of page 227 of "Servizio in Guerra (War Service), Part II, edition of 1915," now in force in the Italian Army.

7. As regards the railroads and the exercise of the right recognized in favor of the allied and associated powers by article 4 of the armistice protocol between the allied and associated powers and Austria-Hungary, it is settled that the transportation of troops and of war material and the supplying of the allied and associated powers

delà de la ligne indiquée à l'article 3 du Protocole des conditions d'armistice, devra s'effectuer pour le front italien dans un délai de quinze jours à partir du jour où les hostilités prendront fin.

Au 5me jour les troupes austro-hongroises ou alliées de l'Autriche-Hongrie devront, pour ce qui concerne le front italien, se trouver au-delà de la ligne: Tonale—Noce — Lavis — Avisio — Pordoi — Livinallongo — Falzarego—Pieve di Cadore—Colle Mauria—Alto Tagliamento — Fella — Raccolana — Sella Nevea — Isonzo: elles devront en plus avoir effectué leur retraite hors du territoire de la Dalmatie fixé dans l'article plus haut indiqué.

Les troupes austro-hongroises de terre et de mer ou les troupes alliées de l'Autriche-Hongrie qui n'auront pas effectué leur retraite hors du territoire établi dans le délai de 15 jours doivent être considérées comme étant prisonnières de guerre.

6. Le payement des réquisitions que les armées des Puissances alliées et associées pourront exécuter dans le territoire austro-hongrois devra s'accomplir selon les règles fixées contenues dans le premier § de la page 227 du "Servizio in Guerra—Parte II—Edizione 1915" actuellement en vigueur près de l'armée italienne.

7. Pour ce qui concerne les chemins de fer et l'exercice du droit reconnu aux Puissances associées par l'article 4 du Protocole d'armistice entre les Puissances alliées "et associées" et l'Autriche-Hongrie, il est établi que le transport des troupes, du matériel de guerre et des ravitaillements des Puissances alliées

over the Austro-Hungarian railroads outside the territory evacuated under the armistice clauses, as well as the direction and operation of the railroads, shall be intrusted to the employees of the Austro-Hungarian railroad administrations under the control, however, of the special commissions appointed by the allied and associated powers and of the military commanders of the railroad stations which it may be deemed necessary to appoint.

The Austro-Hungarian authorities must give right of way to this transportation before all other and guarantee its safety.

8. In the territory to be evacuated at the end of hostilities, it shall be necessary to discharge and render entirely harmless all the mines along the roads and railroads, all mine fields, and every other prearranged work for the interruption of roads and railroads.

9. Within a period of one week from the cessation of hostilities, the prisoners and the citizens interned in Austria-Hungary shall cease all work except for agriculture labor as regards prisoners and interned persons already employed on agricultural labor before the date of signing the armistice. They must, at all events, be ready to depart immediately as soon as request is made to that end by the commander in chief of the Italian Army.

10. Austria-Hungary shall provide for the protection, safety, and provisioning (cost to be repaid) of

et associées sur le réseau des chemins de fer austro-hongrois en dehors du territoire évacué selon les clauses de l'armistice, ainsi que la direction et le fonctionnement du réseau sera confié aux employés des Administrations des chemins de fer austro-hongrois sous le contrôle cependant de Commissions spéciales nommées par les Puissances alliées "associées" et des Commandements militaires des gares de chemin de fer qu'il sera jugé nécessaire d'établir.

Les autorités Austro-hongroises devront donner passage aux dits transports avant tout autre et en garantir la sûreté.

8. Dans le territoire qui doit être évacué au moment de la fin des hostilités il devra être procédé au déchargement et à rendre complètement inoffensives toutes les mines des routes et des chemins de fer, les champs de mines et toute autre œuvre prédisposée pour l'interruption des routes et des voies de chemin de fer.

9. Dans un délai de 8 jours à partir de la fin des hostilités, les prisonniers et les citoyens italiens internés en Autriche-Hongrie devront cesser tout travail, exception faite pour les travaux agricoles, en ce qui concerne les prisonniers et internés déjà employés aux travaux agricoles avant le jour de la signature de l'Armistice. Ils devront en tout cas être prêts à partir immédiatement dès que requête en sera faite par le Commandant en chef de l'armée italienne.

10. L'Autriche-Hongrie devra pourvoir à la protection, à la sûreté et au ravitaillement (dont

the different commissions of the allied and associated governments charged with receiving the war material and with control (supervision) of all kinds, whether the said commissions are in the territory to be evacuated or whether they are in any other part of the Austro-Hungarian territory.

II.

NAVAL CLAUSES.

I. The hour of cessation of hostilities at sea is the same as for the cessation of hostilities on land and in the air.

At the same hour the Austro-Hungarian Government shall have furnished to the Italian Government and to the allied and associated Governments, through the wireless station at Pola (which shall transmit it to Venice), the necessary indications in order to make known the place where all the Austro-Hungarian ships are situated as well as their movements.

II. All the units referred to in Articles II and III, and which are to be ceded to the allied and associated powers, shall reach Venice before 8 o'clock a. m. and 3 o'clock p. m. of November 6. They shall embark a pilot 14 miles from the shore.

Exception is made with respect to the monitors of the Danube, which shall present themselves at the port fixed by the commander in chief of the allied and associated forces on the Balkan front, according to the conditions which the said commander in chief shall deem it necessary to lay down.

les frais seront remboursés) des différentes Commissions des Gouvernements alliés chargés de recevoir le matériel de guerre et des contrôles de tout genre, soit dans le cas que les dites Commissions se trouvent dans le territoire à évacuer, soit dans le cas qu'elles se trouvent dans toute autre partie du territoire austro-hongrois.

II.

CLAUSES NAVALES.

I. L'heure de la cessation des hostilités sur mer est la même que pour la cessation des hostilités de terre et d'air.

A la même heure le Gouvernement austro-hongrois devra avoir fourni au Gouvernement italien et aux Gouvernements associés, par l'entremise de la station R. T. de Pola, qui les transmettra à Venise, les indications nécessaires pour faire connaître le lieu où se trouvent tous les bâtiments austro-hongrois ainsi que leurs mouvements.

II. Toutes les unités, dont il est question au N. II et au N. III qui doivent être cédées aux Puissances associées, devront rejoindre Venise entre 8 heures et 15 heures du 6 novembre: elles embarqueront un pilote à 14 milles de la côte.

Exception est faite pour les monitors du Danube, qui devront se présenter au port fixé par le Commandant en chef des forces associées sur le front balkanique, selon les conditions que le dit Commandant en chef croira de devoir établir.

III. The ships which are to proceed to Venice are the following:

Teghethoff.	*Saida.*
Prinz Eugen.	*Novara.*
Ferdinand Max.	*Helgoland.*

Nine destroyers of the *Tatra* type (800 tons minimum) of more recent construction.

Twelve torpedo boats of the 200-ton type.

The mine-laying ship *Chameleon.*

Fifteen submarines built between 1910 and 1918 and all the German submarines which are or may be in the Austro-Hungarian territorial waters.

Any destruction which may be prearranged or which may take place on board the ships to be ceded shall be considered by the allied and associated Governments as a most grave infraction of the present armistice.

The flotilla of Lake Garda shall be delivered to the allied and associated powers in the port of Riva.

All the ships which are not to be delivered to the allied and associated powers shall be assembled within a period of 48 hours from the moment of cessation of hostilities in the ports of Buccari and Spalato.

IV. As regards the right to drag mine fields and destroy all barriers, the Austro-Hungarian Government undertakes on its honor to deliver within 48 hours from the cessation of hostilities, to the commander of Venice and to the commander of the naval army at Brindisi, the plans of the mine fields and barriers of the ports of Pola, Cattaro

III. Les navires qui doivent faire route sur Venise sont les suivants:

Teghethoff,	*Saida,*
Prinz Eugen,	*Novara,*
Ferdinand Max.	*Helgoland.*

Neuf contre-torpilleurs du type *Tatra* (de 800 tonnes au minimum) de construction plus récente.

Douze torpilleurs du type de 200 tonnes.

Le navire pose mines *Camäléon.*

Quinze sous marins construits entre le 1910 et le 1918 et tous les sous marins allemands qui se trouvent ou qui peuvent se trouver dans les eaux territoriales austro-hongroises.

Les dégats qui auraient été prédisposés ou qui auraient lieu à bord des navires à céder seront considérés par les Gouvernements associés comme représentant une infraction des plus graves au présent armistice.

La flottille du Lac de Garda sera remise aux Puissances associées dans le port de Riva.

Tous les navires qui ne doivent pas être remis aux Puissances associées devront être réunis dans un terme de 48 heures à partir du moment de la cessation des hostilités, dans le port de Buccari et de Spalato.

IV. En ce qui concerne le droit de draguer tous les champs de mines et de détruire tous les barrages, le Gouvernement d'Autriche-Hongrie s'engage sur son honneur à remettre, dans un délai de 48 heures à partir du moment ou les hostilités doivent cesser, au Commandant de la Place de Venise et au Commandant de l'Armée na-

and Fiume; and within 96 hours from the same time, the plans of mine fields and barriers of the Mediterranean and of Italian rivers and lakes, while notifying in addition the plan of mine fields and barriers laid by order of the German Government and which may be known to it.

In this same period of 96 hours a similar communication concerning all that relates to the Danube and the Black Sea shall be addressed to the commander of the associated forces of the Balkan front.

V. The return of the merchant vessels which belong to the associated powers shall take place within a period of 96 hours from the time of cessation of hostilities, according to the formalities to be established by each allied or associated power, and which shall be brought to the knowledge of the Austro-Hungarian Government.

The allied and associated powers reserve the right to form the commission referred to in article 5 and to make known to the Austro-Hungarian Government the details of its operation and the place where it is to meet.

VI. The naval base referred to in article 6 is Spalato.

VII. The evacuation referred to in article 7 shall be carried out within the period fixed for the withdrawal of the troops beyond the armistice lines.

No injury shall be done to any stationary, movable, or floating material in the ports.

vale à Brindisi, les plans des champs de mines et des barrages des ports de Pola, Cattaro et Fiume et dans un délai de 96 heures à partir du même instant, les plans des champs de mines et des barrages de la Méditerranée des fleuves et des lacs italiens, en notifiant en plus le plan des champs de mines et des barrages posés par ordre du Gouvernement allemand et qui seraient à sa connaissance.

Dans ce même délai de 96 heures une communication semblable, concernant tout ce qui regarde le Danube et la mer Noire, devra être adressé au Commandant des forces associées du front Balkanique.

V. La restitution des navires de commerce appartenant aux Puissances associées devra s'effectuer dans l'espace de 96 heures à partir du moment de la cessation des hostilités, selon les modalités qui seront établies par chaque Puissance associée et qui viendront portées à connaissance du Gouvernement austro-hongrois.

Les Puissances associées se réservent de constituer la Commission dont il est question à l'article V et de porter à connaissance du Gouvernement austro-hongrois le détail de son fonctionnement et le lieu où elle devra se réunir.

VI. La base navale dont il est question à l'article VI est Spalato.

VII. L'évacuation dont il est question à l'article VII devra s'exécuter dans le délai fixé pour la retraite des troupes au-delà des lignes d'armistice.

Aucun dommage ne devra être porté à tout matériel fixe, mobile ou flottant existant dans les ports

The evacuation may take place through the canals of the lagoon, making use of the Austro-Hungarian draft which may be brought from outside.

VIII. The occupation referred to in article 8. shall take place within a period of 82 hours from the moment of cessation of hostilities.

The Austro-Hungarian authorities shall guarantee the safety of the ships transporting the personnel intended for taking possession of Pola, the islands, and the other places contemplated in the armistice for the army.

The Austro-Hungarian Government shall give the necessary orders to the end that the ships of the allied and associated nations proceeding toward Pola may find, 14 miles from the place, pilots who are capable of indicating the safest route to be followed.

IX. Any injury which may be caused to the persons and property of the allied and associated powers shall be considered as a very grave infraction of the present armistice.

The undersigned plenipotentiaries, duly authorized, declare that they approved the above-mentioned conditions.

NOVEMBER 3, 1918.

The representatives of the supreme command of the Austro-Hungarian army:

Signed:

F. VICTOR WEBER EDLER VON WEBENAU.
KARL SCHNELLER.
Y. VON LICHTENSTEIN.
J. V. NYEKHEGYI.
ZWIERKOWSKI.
VICTOR Baron VON SEILLER.
KAMILIO RUGGERA.

L'évacuation pourra s'effectuer à travers les canaux de la Lagune en faisant usage des embarcations austro-hongroises qui pourront être amenées du dehors.

VIII. L'occupation dont il est question au N. VIII aura lieu dans le délai de 48 heures à partir du moment de la cessation des hostilités.

Les autorités austro-hongroises doivent garantir la sûreté des navires transportant le personnel destiné à prendre possession de Pola, des îles et autres lieux prévus dans l'armistice pour l'armée.

Le Gouvernement austro- hongrois donnera les dispositions nécessaires pour que les navires des nations associées se dirigeant sur Pola trouvent à 14 milles de la Place les pilotes capables d'indiquer la route plus sûre à suivre.

IX. Tout dommage qui viendrait apporté aux personnes et aux biens des Puissances associées sera regardé comme une très grave infraction au présent Armistice.

Les plénipotentiaires soussignés, dûment autorisés, déclarent d'approuver les conditions sus-indiquées.

3 Novembre 1918.

Les représentants du Commandement Suprême de l'Armée Austro-Hongroise:

Signés:

VICTOR WEBER EDLER VON WEBENAU.
KARL SCHNELLER.
Y. VON LIECHTENSTEIN.
J. V. NYEKHEGYI.
ZWIERKOWSKI.
VICTOR FREIHERR VON SEILLER.
KAMILLO RUGGERA.

The representatives of the supreme command of the Italian Army:

Sfgned:

Lieut. Gen. PIETRO BADOGLIO.
Maj. Gen. SCIPIONE SCIPIONI.
Col. TULLIO MARCHETTI.
Col. PIETRO GAZZERA.
Col. PIETRO MARAVIGNA.
Col. ALBERTO PARIANI.
Naval Capt. FRANCESCO ACCINNI.

Les représentants du Commandement Suprême de l'Armée Italienne:

Signés:

TEN. GEN. PIETRO BADOGLIO.
MAGG. GEN. SCIPIONE SCIPIONI.
COLONN. TULLIO MARCHETTI.
COLONN. PIETRO GAZZERA.
COLONN. PIETRO MARAVIGNA.
COLONN. ALBERTO PARIANI.
CAP. VASC. FRANCISCO ACCINNI.

Military Convention relative to the Armistice in Hungary, signed at Belgrade, November 13, 1918.

1. The Hungarian Government will withdraw all troops north of a line drawn through the upper valley of the Szamos, Bistritz, Maros-Vasarhely, the river Maros to its junction with the Theiss, Maria-Theresiopel, Baja, Funfkirchen (these places not being occupied by Hungarian troops), course of the Drave, until it coincides with the frontier of Slavonia-Croatia.

The evacuation to be carried out in 8 days, the Allies to be entitled to occupy the evacuated territory on the conditions laid down by the General Commander in Chief of the Allied Armies. Civil Administration will remain in the hands of the Government.

In actual fact only the police and Gendarmerie will be retained in the evacuated zone, being indispensable to the maintenance of order, and also such men as are required to ensure the safety of the railways.

2. Demobilization of Hungarian naval and military forces. An exception will be made in the case of six infantry divisions and two cavalry divisions, required

I. Le Gouvernement hongrois retire toutes ses troupes au Nord de la ligne marquée par la haute vallée du Grand Szamos, Bistritz, Maros (village), le Maros jusqu'à son confluent avec la Tissa, Mariatheresippol, Baja, Funfkirchen, ces localités étant non occupées par les troupes hongroises, le cours de la Drave jusqu'au raccord de cette rivère avec la frontière de Slavonie-Croatie. L'évacuation sera terminée dans un délai de huit jours.

Les Alliés occuperont de plein droit la région évacuée dans les conditions que fixera le Général Commandant en chef les armées alliées. L'Administration civile y restera entre les mains du Gouvernement actuel.

Seules seront maintenues dans la zone évacuée les forces de police et la gendarmerie indispensables au maintien de l'ordre ainsi que celles qui sont chargées d'assurer la sécurité des voies ferrées.

II. Démobilisation de l'armée hongroise, de terre et de mer, exception faite de six divisions d'infanterie et de deux divisions de cavalerie destinées à assurer

for the maintenance of internal order and in the case of small sections of police mentioned in paragraph 1.

3. The Allies to have the right of occupying all places and strategic points, which may be permanently fixed by the General Commander in Chief of the Allied Armies.

The Allied troops to be allowed to pass through or to remain in any part of Hungary.

The Allies to have permanent right of use, for military purposes of all rolling stock and shipping belonging to the State or to private individuals resident in Hungary, also of all draught animals.

4. The rolling stock and railway staff usually employed in the occupied territory will remain (see paragraph 1), and a reserve of 2,000 wagons and 100 locomotives (normal gauge), and 600 wagons and 50 locomotives (narrow gauge), will also be handed over within the month to the General Commander in Chief. These will be for the use of the Allied troops, and to compensate for the deficiency of material from Serbia due to the war. Some portion of this material could be levied from Austria. The figures are approximate.

5. The ships and crews, usually employed in the service of the occupied territory will remain in place.

In addition six monitors will be surrendered to the Allies immediately at Belgrade.

The rest of the Danube flotilla will be assembled in one of the

l'ordre intérieur et des fractions de police mentionnées au paragraphe I.

III. Droit d'occupation par les Alliés de toutes localités ou tous points stratégiques qu'aura le droit de fixer en permanence le Général Commandant en chef les armées alliées.

Droit de passage et de séjour pour les troupes alliés sur toute l'étendue du territoire hongrois.

Droit permanent d'utilisation pour les besoins militaires des Alliés de tout le matériel roulant sur routes et voies ferrées et matériel navigant appartenant à l'État et aux particuliers habitant la Hongrie. *Dito* pour les animaux de trait et de bât.

IV. Le personnel et le matériel de chemin de fer normalement affectés au service du territoire occupé (voir paragraphe I) resteront sur place: en outre, une réserve de 2,000 wagons et de 100 locomotives (voie normale) et de 600 wagons et 50 locomotives (voie étroite) seront livrés dans un délai d'un mois au Général en chef pour les besoins des troupes alliées et pour compenser les déficits de matériel serbe provenant du fait de la guerre. Une partie de ce matériel pourra être prélevé sur l'Autriche.—Ces chiffres sont approximatifs.

V. Le personnel et le matériel navigants, affectés normalement au service du territoire occupé, resteront sur place.

En outre, six monitors seront livrés immédiatement à Belgrade aux Alliés.

Le reste de la flottille du Danube sera réuni dans un des ports du

Danube ports, to be appointed later by the General Commander in Chief, and will be disarmed there. A levy of 10 passenger vessels, 10 tugs, and 60 lighters will be made on this flotilla as soon as possible for the use of the Allied troops, to compensate for the deficiency of material from Serbia, due to the war. The figures are approximate.

6. Within 15 days a detachment of 3,000 men from the railway technical troops are to be placed at the disposal of the General Commander in Chief supplied with the material necessary to repair the Serbian railways. These figures are approximate.

7. Within 15 days a detachment of sappers of the Telegraph branch are to be placed at the disposal of the General Commander in Chief, together with such transport material as he may deem necessary for establishing telegraphic and telephone communications with Serbia.

8. Within one month, 25,000 horses are to be placed at the disposal of the General Commander in Chief, together with such transport material as he may deem necessary. These figures are approximate.

9. Arms and war material to be deposited at places appointed by the General Commander in Chief. A portion of this material will be levied for the purpose of supplying units to be placed under the orders of the General Commander in Chief.

Danube qui sera désigné ultérieurement par le Général Commandant en chef pour y être désarmé. Sur cette flottille, un prélèvement de dix bateaux à passagers, dix remorqueurs et soixante chalands sera fait dans le plus bref délai pour les besoins des armées alliées et pour compenser les déficits de matériel navigant serbe provenant du fait de la guerre.—Ces chiffres sont approximatifs.

VI. Mise à la disposition du Général Commandant en chef dans un délai de quinze jours d'un détachement de trois mille hommes de troupe de chemin de fer pourvus du matériel necéssaire pour la réparation des voies ferrées en Serlie.—Ces chiffres sont approximatifs.

VII. Mise à la disposition du Général Commandant en chef dans un délai de quinze jours de détachements de sapeurs télégraphistes pourvus du matériel nécessaire pour le rétablissement des communications téléphoniques et télégraphiques en Serbie.

VIII. Mise à la disposition du Général Commandant en chef dans un délai d'un mois de 25,000 chevaux et du matériel de transport qu'il jugera nécessaire.—Ces chiffres sont approximatifs.

IX. Dépôts des armes et du matériel de guerre en des points qui seront fixés par le Général Commandant en chef. Une partie de ce matériel sera prélevée pour la constitution d'unités placées sous les ordres du Général Commandant en chef.

10. Immediate liberation of all Allied prisoners of war and interned civilians, who will be collected at places convenient for their dispatch by rail; they will there receive directions as to time and place of repatriation, according to the orders issued by the General Commander in Chief. Hungarian prisoners of war to be provisionally retained.

11. A delay of 15 days is granted for the passage of German troops through Hungary and their quartering meanwhile, dating from the signing of the Armistice by General Diaz (4th November, 3 p. m.).

Postal and telegraphic communication with Germany will only be permitted under the military control of the Allies. The Hungarian Government undertakes to allow no military telegraphic communication with Germany.

12. Hungary will facilitate the supplying of the Allied troops of occupation; requisitions will be allowed on condition that they are not arbitrary, and that they are paid for at current rates.

13. The situation of all Austro-Hungarian mines in the Danube and the Black Sea must be communicated immediately to the General Commander in Chief.

Further, the Hungarian Government undertakes to stop the passage of all floating mines sown in the Danube upstream from the Hungarian and Austrian frontier and to remove all those actually in Hungarian waters.

X. Libération immédiate des prisonniers de guerre et internés civils alliés qui seront rassemblés sur les points convenables d'embarquement en chemin de fer d'où ils seront dirigés pour être rapatriés sur les points et aux dates fixés par le Général Commandant en chef. Les prisonniers de guerre hongrois sont conservés provisoirement.

XI. Un délai de quinze jours est accordé pour le passage et le stationnement de troupes allemandes à travers la Hongrie, à partir du jour de la signature de l'armistice du Général Diaz (4 novembre, 15 heures).

Les communications postales et télégraphiques avec l'Allemagne n'auront lieu que sous le contrôle militaire des Alliés. Le Gouvernement hongrois s'engage à ne laisser envoyer en Allemagne aucune communication télégraphique militaire avec ce pays.

XII. La Hongrie facilitera le ravitaillement des troupes alliées d'occupation. Les réquisitions sont permises à condition qu'elles ne soient pas arbitraires: elles seront payées au prix courant.

XIII. Tous les emplacements de mines austro-hongroises dans le Danube et dans la Mer Noire devront être communiqués immédiatement au Général Commandant en chef.

Le Gouvernement hongrois s'engage de plus à arrêter les mines flottantes lancées dans le Danube, en amont de sa frontière avec l'Autriche et à enlever toutes celles qui si trouvent actuellement dans ses propres eaux.

14. The Hungarian postal service, telegraphs, telephones, and railways will be placed under Allied control.

15. An Allied representative will be attached to the Hungarian Ministry of Supplies in order to safeguard Allied interests.

16. Hungary is under an obligation to cease all relations with Germany and stringently to forbid the passage of German troops to Roumania.

17. The Allies shall not interfere with the internal administration of affairs in Hungary.

18. Hostilities between Hungary and the Allies are at an end.

Two copies made 13th November, 1918, at 11.15 p. m. at Belgrade.

Signed for the Allies by the delegates of the General Commander in Chief.

VOÏVODE MICHITCH.
GENERAL HENRYS.

Signed for Hungary by the delegate of the Hungarian Government.

BELA LINDER.

XIV. Le service des postes de T. S. F. et des communications téléphoniques et télégraphiques ainsi que le service des chemins de fer hongrois seront placés sous le contrôle des Alliés.

XV. Un représentant des Alliés sera attaché au Ministre hongrois chargé des approvisionnements afin de sauvegarder les intérêts alliés.

XVI. Obligation pour la Hongrie de cesser toutes relations avec l'Allemagne et d'interdire tous transports de troupes et de munitions sauf autorisation spéciale du Général en chef, à destination des troupes allemandes en Roumanie.

XVII. Les Alliés n'interviendront pas dans l'administration intérieure de l'État hongrois.

XVIII. Les hostilités en lestre *alliés* et la Hongrie ont cessé.

Fait en double le 13 novembre 1918, à 23 h. 15 à Belgrade, avec la rectification de l'en-tête et des paragraphes XI et XVIII.

Pour les Alliés:
Les Délégués du Général Commandant en chef,
Signé: Le Voïvode MICHITCH.
Le Général HENRYS.
Pour la Hongrie:
Le Délégué du Gouvernement hongrois,
Signé: BELA LINDER.

BRAZIL.

Decree No. 12533 of June 22, 1917, revoking neutrality.[1]

The President of the Republic of the United States of Brazil:

In virtue of the right conferred upon him by No. 14 of article 48 of the Brazilian Constitution and of the decision of Congress set forth in No. 2 of article 2 of Decree No. 3266 of June 1, current, I hereby declare

[1] See note, June 4, 1917, Naval War College, International Law Documents, 1917, p. 64.

to be without effect Decrees Nos. 11038 of August 4, 11066 of August 12, 11092 of August 24, 1914; 11984 of March 10 and 12171 of August 29, 1916, for the observance of our complete neutrality in the war of France, Russia, Great Britain, Japan, Portugal, and Italy against the German Empire, and revoke any dispositions to the contrary.

BULGARIA.

Circular announcing defensive sea area, Bay of Bourgas, September 5, 1916.

MINISTRY OF FOREIGN AFFAIRS AND PUBLIC WORSHIP,
Sofia, September 5, 1916.

CIRCULAR NOTE.
No. 1197.

The Royal Ministry of Foreign Affairs has the honor to inform the legation of the United States of America that the entry and the exit of the Bay of Bourgas has been forbidden until further orders to all ships, without exception, whatever flag they fly.

This measure is imposed by considerations of highest importance.

To the LEGATION OF THE UNITED STATES OF AMERICA,
SOFIA.

Terms of armistice signed with Allied Powers, September 29, 1918.[1]

I. Immediate evacuation, in conformity with an arrangement to be concluded, of the territories still occupied in Greece and Serbia There shall be removed from these territories neither cattle, grain, nor stores of any kind. No damage shall be done on departure. The Bulgarian Administration shall continue to exercise its functions in the parts of Bulgaria at present occupied by the Allies.

II. Immediate demobilisation of all the Bulgarian armies, save for the maintenance on a war footing of a group of all arms, comprising three divisions of sixteen battalions each and four regiments of cavalry, which shall be thus disposed:—two divisions for the defence of the Eastern frontier of

I. Évacuation immédiate conformément à un arrangement à intervenir des territoires encore occupés en Grèce et en Serbie. Il ne sera enlevé de ces territoires ni bétail, ni grain, ni approvisionnement quelconque. Aucun dégât ne sera fait au départ. L'Administration bulgare continuera à fonctionner dans les partes de Bulgarie actuellement occupées par les Alliés.

II. Démobilisation immédiate de toutes les armées bulgares, sauf en ce qui concerne le maintien en état de combattre d'un groupe de toutes armes comprenant trois divisions de seize batallions chacune, quatre régiments de cavalerie qui seront affectés, deux divisions à la défense de la fron-

[1] Hostilities ceased noon, Oct. 30, 1918.

Bulgaria and of the Dobrudja, and the 148th Division to the protection of the railways.

III. Deposit, at points to be indicated by the High Command of the Armies of the East, of the arms, ammunition, and military vehicles belonging to the demobilised units which shall thereafter be stored by the Bulgarian authorities, under the control of the Allies.

The horses likewise will be handed over to the Allies.

IV. Restoration to Greece of the material of the IVth Greek Army Corps, which was taken from the Greek Army at the time of the occupation of Eastern Macedonia, in so far as it has not been sent to Germany.

V. The units of the Bulgarian troops at the present time west of the meridian of Uskub, and belonging to the XIth German army, shall lay down their arms and shall be considered until further notice to be prisoners of war. The officers shall retain their arms.

VI. Employment by the Allied armies of Bulgarian prisoners of war in the East until the conclusion of peace, without reciprocity as regards Allied prisoners of war. These latter shall be handed over without delay to the Allied authorities, and deported civilians shall be entirely free to return to their homes.

VII. Germany and Austria-Hungary shall have a period of four weeks to withdraw their troops and military organisations. Within the same period the diplomatic and consular representatives of the Central Powers, as also their nationals, must leave the

tière est de la Bulgarie et de la Dobroudja, 148° Division pour la garde des voies ferrées.

III. Dépôt en des points à désigner par le Haut Commandement des Armées d'Orient, des armes, des munitions, véhicules militaires appartenant aux éléments démobilisés, qui seront ensuite emmagasinés par les soins des autorités bulgares et sous le contrôle des Alliés.

Les chevaux seront également remis aux Alliés.

IV. Remise à la Grèce du matériel du IV° Corps d'Armée grec pris à l'armée grecque au moment de l'occupation de la Macédoine orientale, en tant qu'il n'a pas été envoyé en Allemagne.

V. Les éléments de troupes bulgares actuellement à l'ouest du méridien d'Uskub et appartenant à la XI° Armée allemande déposeront les armes et seront considérés jusqu'à nouvel ordre comme prisonniers de guerre; les officiers conserveront leurs armes.

VI. Emploi jusqu'à la paix par les Armées alliées des prisonniers bulgares en Orient sans réciprocité en ce qui concerne les prisonniers de guerre alliés. Ceux-ci seront remis sans délai aux autorités alliées et les déportés civils seront complètement libres de rentrer dans leurs foyers.

VII. L'Allemagne et l'Autriche-Hongrie auront un délai de quatre semaines pour retirer leurs troupes et leurs organes militaires. Dans le même délai, devront quitter le territoire du Royaume les représentants diplomatiques et consulaires des Puissances centrales

territory of the kingdom. Orders for the cessation of hostilities shall be given by the signatories of the present convention.

Signed:

GENERAL FRANCHET D'ESPEREY.
ANDRÉ LIAPCHEW.
E. T. LOUKOF.

General Headquarters,
September 29, 1918, 10.50 p. m.

Military convention regulating the conditions for the suspension of hostilities between the allied powers and Bulgaria. SEPTEMBER 29, 1918, 10:50 p. m.

SECRET ARTICLES.

1. The eventual passage of the allied military forces on the territory of Bulgaria as well as the utilization of the railroads, roads, rivers, and ports will be the object of a special convention between the Bulgarian government and the High Command of the Army of the East. Negotiations to this effect, will commence after 8 days at most. They will concern also the control of telephone, telegraph, and radio stations.

2. A certain number of strategic points will be occupied in the interior of Bulgarian territory by the great allied powers. This occupation will be provisional and will serve purely as a guaranty. It will give no occasion for coercion nor for arbitrary requisition. The General in chief of the armies gives assurance that, unless for special circumstances, Sofia will not be occupied.

3. The General in Chief reserves the right to exact the absolute

ainsi que leurs nationaux. Les ordres pour la cessation des hostilités seront donnés par les signataires de la présente convention.

Signé:

GÉNÉRAL FRANCHET D'ESPEREY.
ANDRÉ LIAPCHEW.
E. T. LOUKOF.

Grand Quartier genéral,
le 29 septembre, 1918,
22 heures 50.

Convention militaire réglant les conditions de la suspension des hostilités entre les Puissances alliées et la Bulgarie. Le 29 septembre 1918, 22 h. 50.

ARTICLES SECRETS.

1° Le passage éventuel des forces militaires alliées sur le territoire bulgare ainsi que l'utilisation des voies ferrées, routes, voies fluviales et ports feront l'objet d'une convention spéciale entre le Gouvernement bulgare et le Haut Commandement de l'Armée d'Orient. Des négociations, à cet effet, commenceront dans un délai de 8 jours au plus. Elles concerneront aussi le contrôle du téléphone, des télégraphes et des stations de T. S. F.

2° Un certain nombre de points stratégiques seront occupés à l'intérieur du territoire bulgare par les grandes Puissances alliées. Cette occupation sera provisoire et servira purement de garantie. Elle ne donnera pas lieu à coercition ni à réquisition arbitraire. Le Général en chef des armées donne l'assurance qu'à moins de circonstances particuliéres Sofia ne sera pas occupée.

3° Le Général en chef se réserve le droit d'exiger la cessation abso-

cessation of all relations between Bulgaria and its former Allies in case of necessity.

4. Bulgarian ports will be opened to allied and neutral vessels.

Signed:

General FRANCHET D'ESPEREY,
ANDRE LIAPTCHEW.
GENERAL LOUKOFF.

lue de toute relation entre la Bulgarie et ses anciens Alliés en cas de nécessité.

4° Ouverture des ports bulgares aux navires alliés et neutres.

Signé:

Général FRANCHET D'ESPEREY.
ANDRÉ LIAPTCHEW.
Général LOUKOFF.

CHINA.

Regulations for sojourn of armed merchant vessels, 1917.

[Hongkong Daily Press, Mar. 23, 1917.]

A report states that the Chinese Government has drawn up the following regulations, to which armed merchantmen of all the belligerents entering Chinese ports shall be subject:

(1) Any belligerent merchantman which is armed specifically for the purpose of self-defense shall be permitted to enter and depart from any Chinese port to which the said merchantman had previous regular sailings.

(2) On entering the port the captain of such armed merchantman must declare to the customshouse of the port that the armament of the ship is merely for self-defense.

(3) After report to the customshouse, the authorities thereof shall send officers together with the naval officers of the port to visit the vessel and inspect the armament on board. Whether the vessel is armed only for self-defense or not shall be determined according to the following circumstances provided:

(*a*) The number of guns on board the ship, their caliber and ammunition and other armament are adequate only for self-defense.

(*b*) The number of officers and crew of the ship does not show a marked increase over normal times.

(*c*) The port the ship touches is one to which the ship has been engaged in trading or had regular sailings.

(*d*) The food supply on board the ship consists only of such quantity as would be just sufficient to cover the voyage to the next port it is destined to touch.

(*e*) Goods on board the ship are not suitable for warships or for hostile purposes.

(*f*) Passengers on board the ship are not in organized units nor of such quality as to be organized into military or naval forces under ordinary circumstances.

After the inspection of the customs and naval authorities, a report on the above circumstances should be made to the Government and the latter thereby shall determine whether the vessel is an armed merchantman or a warship according to the circumstances under which it is armed.

(4) Before the departure of any belligerent armed merchantman the consul of the country to which the vessel belongs at that port should dispatch a document to the Chinese authorities to guarantee that the arms carried by the vessel are only for self-defense.

(5) The Government shall have independent power to determine the nature of the arms carried by an armed merchantman whether they are for self-defense or for warlike purpose against their enemy.

(6) The regulations set forth above shall be subject to revision at any time by the Chinese Government.

Prize Regulations, 1917.

CHAPTER I.—*General provisions.*

1. Chinese warships during the time of war with the enemy shall have the right to visit, search, and capture merchant vessels at sea in accordance with the provisions of these regulations.

2. No visit, search, or capture of a merchant vessel shall be made in the territorial waters of a neutral country or the waters of a territory which by international treaty stipulation is neutralized.

3. Ships regarded as of enemy character in the present regulations shall be those as follows:

(*a*) Ships flying the enemy flags.

(*b*) Ships flying neutral flags in accordance with law but the whole or a portion of the owners of the ship have domicile in enemy countries.

(*c*) Ships employed by the enemy countries.

(*d*) Enemy ships being transferred to persons having domicile in the Republic or other neutral countries during the war or in anticipation of the war, without the transfer fully completed and having no proof to show the bona fide of the deal.

4. Enemy goods are as follows:

(*a*) Goods owned by persons having domicile in the enemy countries.

(*b*) Goods owned by persons having domicile in the Republic or other neutral countries and consigned to enemy countries or subjects during the war or in anticipation of it.

(*c*) Enemy goods being transferred to persons having domicile in the Republic or other neutral countries during the war or in anticipation of it without the transfer being fully concluded and having no proof to show the bona fide of the deal.

5. "Domicile" means a certain place permanently resided in by a person.

In case the party concerned is a juristic person, the place where its head office is situated shall be considered its domicile.

6. The term "enemy countries" shall be equally applied to territories being occupied by the enemy troops.

7. The papers of a ship shall include the following documents:

(*a*) Certificates denoting the nationality of the ship.

(*b*) Passport.

(*c*) Agreement for the construction of the ship.

(*d*) Agreement for chartering the ship.
(*e*) Deeds for transfer of the ship in sale.
(*f*) The list of the names of the officers and crew on board the ship.
(*g*) The voyage journal.
(*h*) The log book.
(*i*) The daily records.
(*j*) Passports for leaving a port.
(*k*) Agreements for the employment of the officers and crew of the ship.
(*l*) The health papers.
(*m*) Certificates for the consignment of goods on board.
(*n*) Receipts for the goods consigned.
(*o*) The list of goods shipped.

Ships are not necessary to produce all the above-mentioned papers when visited. Only those the ship is required to keep in accordance with the law of the country to which the vessel belongs are necessary.

8. The contraband of war are the articles which are mentioned in the regulations governing the contraband of war.

Regulations governing the contraband of war shall be promulgated separately.

9. Combatants of the enemy countries are those who are in active military service of the enemy countries.

10. "Blockade" means the effective prohibition of communication of an enemy port with the outside world by a fleet or squadron of ships having the adequate force to enforce the same.

"To run blockade" means the attempt of vessels to get through the blockaded zone, for which a notice has already been issued.

11. "Prize" means the articles seized, adjudicated by the prize court and confiscated.

Chapter II.—*Visit.*

12. The right of visit shall be exercised by the warships toward vessels of the following classes:

(*a*) Ships flying the flag of the Republic of China or neutral flags but being suspected of enemy character.

(*b*) Vessels of the Republic of China being suspected of holding commercial intercourse with the enemy countries without the permission of the Government.

(*c*) Ships of the Republic of China or of other neutral countries being suspected of having contraband of war or enemy combatants on board.

(*d*) Ships of the Republic or other neutral countries being suspected of having run the blockade.

13. The captain of a warship can order such ships of suspicious character to stop and demand the right of visit.

Flag signals and whistle shall be used to order the ship to heave to in daytime. In night, white lanterns shall be used instead.

In foul weather, or if the ship fails to obey the order after the flag and whistle signals, two blank cartridges shall be fired by the warship.

In failure of complying with the order of the warship after the latter has discharged blank cartridges, cartridges with shots shall be fired, first at its sail, and then at the body of the ship, if it continues to pay no heed to the warning.

14. When a vessel is brought to a standstill in obedience to the order of the warship, the captain of the latter should send a witness, an officer, and two sailors to proceed to the vessel to conduct the visit.

15. On boarding the vessel the visiting party should request the captain of the vessel with due ceremony for examining the papers. Force may be used when the captain of the vessel refuses to comply with the request.

16. After examining the papers of the vessel, if the officer in charge of the visit finds that the vessel is not of suspicious character under any of the circumstances provided under article 12, he should set the vessel free at the command of the captain of the vessel.

17. On leaving the vessel the boarding officer should enter in the log book of the vessel the place and date of the visit and the name of the captain of the warship and his own name.

18. No visit shall be made on board of vessels under the convoy of the warships of neutral countries; but upon the request of the captain of the warship the captain of the neutral warship acting as convoy shall give a detailed statement regarding the nature of the vessel under his convoy, the cargoes on board, and its destination, and also produce a conclusive proof that the vessel is not of suspicious character under any of the circumstances as provided under article 12.

19. Inspection shall be made along the original course of the ship concerned.

CHAPTER III.—*The search.*

20. When an officer on board a vessel in a visit finds the vessel is of suspicious character after examining its papers, he shall have the right to search the vessel.

21. The search shall be conducted together with the captain of the vessel or one acting as his representative.

Places or articles which are either sealed or locked shall be opened by the captain of the vessel or the one acting as his representative. In case the captain or his representative refuses to comply with the order of the searching party to open such articles or places, the latter can take necessary measures in regard to the opening of such places or articles.

22. If the officer conducting the search of a vessel finds that the vessel is not liable to capture after the search has been made, he should set the vessel free at the command of the captain of the warship.

23. The measures provided under articles 16, 17, and 18 shall be applicable to the conducting of a search of a vessel.

24. After the search is conducted, if the boarding officer finds that the ship is liable to capture, he should report the case to the captain of the warship and the measures provided under the articles in Chapter IV regarding the capture of a vessel shall be adopted.

CHAPTER IV.—*The capture.*

25. Vessels of the following classes shall be liable to capture:

I. Enemy ships. But the following ships which do not participate in hostile campaigns shall be exempt from capture in spite of their enemy character:

(*a*) Boats engaged in coast fisheries and local trade as well as their appliances and cargo.

(*b*) Ships engaged exclusively on a voyage of scientific discovery, philanthropy, and religious mission.

(*c*) Hospital ships provided in the Hague Naval Convention.

(*d*) Cartel-ships.

II. Ships of the Republic of China engaged in commercial intercourse with the enemy without the permission of the Republican Government.

III. The following ships are liable to capture, whether they are under a neutral flag or under the flag of the Republic of China:

(*a*) Ships carrying contraband of war or hostile persons.

(*b*) Ships in violation of blockade.

(*c*) Ships engaged in giving information to the enemy or participating in any hostile acts in the interest of the enemy.

(*d*) Ships under the convoy of the enemy flag.

(*e*) Ships having no necessary papers or giving fraudulent papers or having destroyed, concealed, defaced their papers.

26. After having decided to capture the ship, the captain of the warship shall communicate to the captain of the vessel under capture the reason or reasons for which his vessel is liable to capture and at the same time dispatch a detachment of sailors under the command of an officer to proceed to the captured ship and take possession of the same.

27. After having taken possession of the captured vessel, the captain of the warship shall carry out the following measures:

(*a*) The papers of the ship shall be taken off the ship and kept in safety.

(*b*) To examine the cargo and other valuable articles on board the captured vessel and make an invoice of the same.

(*c*) The hatchway of the captured vessel leading to its cargo store shall be locked and sealed.

28. With the exception of officers and crew of the captured ship participating in any hostile acts, the passengers and the crew shall be subject to the following treatment:

(*a*) The captain, officers, and crew of enemy nationality shall be considered as prisoners of war, but they shall be released, provided that they give a written statement that they shall not be engaged in any

service directly or indirectly in connection with the war in the interests of the enemy countries as long as the war lasts.

(*b*) If the captain or officers of the vessel are of neutral nationality they shall not be considered as prisoners of war, provided that they give a written statement that they shall not be engaged in service on board of enemy ships during the war.

(*c*) The crew or other hands of neutral nationality on board the captured vessel shall not be considered as prisoners of war.

29. With the exception of the prisoners of war and those necessary for witnesses, all the passengers on board the captured ship shall be permitted to land at the nearest port.

30. All mails on board the captured ships shall be forwarded to their destination, except the mails sent from or destined to a blockaded port.

31. After the capture the captain of the captor shall make detailed report on the circumstances under which the capture was carried out to the Minister of Navy.

32. After the capture, if the captain of the captor discovers circumstances which do not justify his action, he should set the vessel free at once.

33. The captain of the captor after the capture shall order the officer in possession of the captured ship to bring the latter to a port where the prize court of the Republic is situated together with all the papers of the vessel, for adjudication.

34. When the captain of the captor finds goods of perishable nature among the cargoes on board the captured vessel, which are not adequate to stand a long journey, he should order one of his officers to make a report, together with the captain of the captured vessel to the prize court.

In regard to the treatment of such goods, the captain of the captor can dispose of them at a public sale at the nearest port of the Republic or any neutral port, where he can obtain the permission of the local authorities for the sale of such goods. The kind of the goods thus disposed of and the proceeds of the sale shall be entered in the log book of the vessel and forward the same to the prize court.

35. Under any of the following circumstances, the captain of the captor may destroy the captured vessel, but before the destruction of the vessel, all the persons on board the vessel and its papers must be placed in safety:

(*a*) That the captured vessel is no longer seaworthy.

(*b*) That the existence of the captured vessel shall greatly impede the movement of the captor from the military point of view.

36. In case such an event happens the captain of the captor shall file a statement to the prize court setting forth the circumstances under which he was compelled to destroy the vessel and at the same time he shall hold himself fully responsible for any consequence of the destruction.

37. When the captain of a warship recaptures a vessel of the Republic or of neutral nationality which had been captured by the enemy but which has not been employed in the service of the enemy or brought to an enemy port he shall set the vessel free.

CHAPTER V.—*Adjudication.*

38. No ship or cargo shall be condemned without the adjudication of the prize court.

39. Enemy ships are liable to condemnation. Enemy goods on board an enemy ship are liable to condemnation.

40. Enemy goods under neutral flag are not liable to condemnation.

41. Vessels of the Republic engaged in commercial intercourse with the enemy without the special permission of the Government are liable to condemnation.

Goods on board such vessels are not liable to condemnation unless they are of enemy ownership or belonging to the owner of the vessel.

42. All contraband of war are liable to condemnation. All goods belonging to the owner of the contraband of war are liable to condemnation.

43. Under any of the following circumstances, the vessel carrying contraband of war is liable to condemnation:

(*a*) When the vessel and the contraband belong to the same person.

(*b*) When the weight and dimensions of the contraband of war constitute two-thirds of all the cargo on board the vessel.

(*c*) When the vessel smuggles contraband of war by fraud.

Under any of the above circumstances all the goods belonging to the owner of the vessel are also liable to condemnation.

44. Hostile persons are liable to capture as prisoners of war.

Vessels carrying hostile persons and the cargo belonging to the owner of the vessel are liable to condemnation, unless proofs are given to show that the ship had no knowledge of the passengers of enemy character.

45. Vessels in violation of blockade and the cargo on board the same are liable to condemnation unless the owner of such cargo can prove that he had no previous knowledge of the vessel's attempt to run the blockade.

46. Ships engaged in transmitting information in the interest of the enemy or vessels engaged in enemy service and the cargo belonging to the owner of such vessels are liable to condemnation.

47. The vessel and cargo under the convoy of enemy flag are liable to condemnation.

48. Vessels resisting the visit or search are liable to condemnation.

Enemy goods and goods belonging to the owner of such a vessel on board of the same, are liable to condemnation.

CHAPTER VI.—*Final provisions.*

49. Other particulars which are not provided in the present regulations shall be carried out according to the order of the Government, treaty provisions and customary practice of international law.

50. The present regulations shall be enforced on the date of their promulgation.

ECUADOR.

Regulations relating to sojourn of war vessels in port, January 18, 1917.

[Registro Official, Jan. 26, 1917.]

The following regulation is for the visits of foreign warships to Ecuadorian waters:

IN TIME OF PEACE.

ARTICLE 1. The name of "warship" shall not only apply to armed ships belonging to a nation, but also to all classes of auxiliary ships.

ART. 2. In time of peace, warships belonging to foreign powers may freely enter Ecuadorian open ports and anchor in territorial waters; nevertheless the Government shall be notified through diplomatic channels of the proposed visit. The number of warships under the same flag shall not exceed three in the same port.

ART. 3. No warship may remain more than 15 days in territorial waters or Ecuadorian ports unless special authority is given by the Government. They shall go to sea within six hours if the territorial authorities so demand, even though the terms of 15 days have not expired.

If special circumstances should so demand it, the Government reserves the right to modify the restrictions contained in this and the previous articles.

ART. 4. The dispositions of articles 2 and 3 do not apply:

First. In respect to warships whose admission was authorized through diplomatic channels under exceptional conditions.

Second. To warships that are obliged to enter a port because of danger, storms, or other unforeseen conditions, while they continue.

Third. To ships on board of which are chief magistrates or rulers of nations, members of reigning families, or diplomatic officials on a mission to the Ecuadorian Government.

ART. 5. The designation of the anchorage for foreign warships shall be left to the captain of the port, as well as the right to make them change it.

ART. 6. Foreign warships entering a port or territorial waters are obliged to respect the police, sanitation, and finance laws and regulations.

They are also obliged to comply with the same requirements of the ports as are the national warships.

ART. 7. Foreign warships which are in Ecuadorian waters are absolutely prohibited to make topographical and hydrographical observations, make sketches, or take soundings, and to execute any submarine works with or without a diver; nor shall they execute any landing or torpedo firing exercises.

The number of men permitted to go ashore at any one time and the hour for landing and returning on board shall be fixed by agreement between the captain of the port and the commander of the ship.

ART. 8. No sentence of death shall be executed on board a foreign warship while at anchor or in territorial waters.

ART. 9. The members of the crew shall not be permitted to land armed. The officers and noncommissioned officers only may carry the arms that constitute a part of their uniform.

ART. 10. In case of obsequies or other impressive ceremony, a permit may be granted by the first authority of the province of the corresponding port allowing for the landing of armed forces.

ART. 11. In case that a foreign warship does not comply with the rules established by this decree, the local, naval or military authority shall first call the attention of the commanding officer to the violation, and he shall be formally notified to observe the regulations. If this should have no effect the Government shall be notified, so that by means of the latter's authority the ship shall be notified to leave the port and territorial waters immediately.

ART. 12. When one or more foreign warships arrive at an Ecuadorian port, an officer shall be sent to greet the commander of the foreign naval force. The officer shall advise the said commanders, indication of its armament, port of departure, the time they expect to remain, and the sanitary conditions on board the ship.

BELLIGERENT WARSHIPS.

ART. 13. As regards the admission of belligerent warships, the dispositions contained in the thirteenth convention of The Hague shall be observed, which are declared as being incorporated in the present regulation.

ART. 14. Given the short time that a belligerent ship may remain in a port, the notification foreseen in article 2 of this regulation is not necessary, which shall have force in all that is not opposed to said convention.

IN TIME OF WAR.

ART. 15. The Government reserves the right to restrict or prohibit the admission of foreign warships granting that Ecuador was at war or there was danger of it. In this event, the admission and presence of foreign warships would be subject to the regulations which may be opportunely prescribed.

The minister of foreign affairs and of war and marine shall be charged with the execution of this decree.

Quito, January 18, 1917.

A. BAQUERIZO MORENO.

FINLAND.

Law declaring for national autonomy, July 19, 1917.[1]

[New York Times, Current History, 7 (pt. 2); 439.]

1. The Diet of Finland alone decides, confirms, and executes all Finnish laws, including those relating to home affairs, taxation, and customs. The Diet also makes the final decision regarding all other affairs which the Emperior-Grand Duke decided according to the law hitherto in force. The provisions of this law do not relate to matters of foreign policy, military legislation, and military administration.

2. The Diet meets for regular sessions without special summons and decides when they are to be closed. Until Finland's new form of government is decided upon, the Diet exercises the right of deciding upon new elections and the dissolution of the Diet.

3. The Diet controls the executive power of Finland. The supreme executive power is exercised by the economic department of the Finnish Senate, whose members are nominated and dismissed by the Diet.

FRANCE.

Proclamation putting in force decree relating to sojourn of vessels in territorial waters, August 9, 1914.

[Journal Officiel, Aug. 9, 1914, p. 7285.]

In consequence of the existence of a state of war the decree of May 26, 1913,[2] relative to the conditions of access and sojourn in time of war of vessels other than French war vessels in territorial waters of France and of protected countries comes into force.

Law restricting transfer of national vessels during war, November 11, 1915.

[Journal Officiel, Nov. 14, 1915.]

ARTICLE 1. For the duration of the war and until the expiration of a delay of six months following the end of hostilities, the voluntary sale of a French seagoing ship to a foreigner, either in France or abroad, is prohibited.

[1] The Independence of Finland was proclaimed Dec. 7, 1917, following the Manifesto of the People's Commissaries of Russia, Nov. 23, 1917, that "this right of the Russian peoples to their self-determination is to be extended even as far as separation and the forming of independent States." (New York Times, Current History, 7 (pt. 2): 440.)

Finland was recognized by Sweden, Jan. 3, 1918; by France, Jan. 7; by Germany, Jan. 7; by Denmark and Norway, Jan. 10; by Switzerland, Jan. 17; and by Russia, Mar. 1, 1918. Finland signed a treaty of peace with Germany Mar. 7, 1918 (The New Europe, Apr. 4, 1918; New York Times, Current History, 8 (pt. 1); 445); and with Russia, Mar. 1, 1918, carried out by a treaty of evacuation, Mar. 11, 1918.

[2] Journal Officiel, June 14, 1913, p. 5097. The sojourn of vessels in time of peace is regulated by a decree of May 21, 1913 (J. O., June 13, 1913, p. 5066, correction, p. 5099, and in time of neutrality by decree of Oct. 18, 1912, putting in effect articles 11 to 15, 19, and 23 of XIII, Hague, 1907.

However, exceptions to this prohibition may be authorized under conditions that may be determined by the Minister of Marine.

ART. 2. Any act committed fraudulently contrary to the preceding disposition is null and renders the seller liable to imprisonment from one to six months and to a fine of 16 to 500 francs (16 to 500 francs) or to one of these two penalties only. Furthermore, the ship will be confiscated; should it not be possible to seize same, the court will condemn the defendant, in lieu of confiscation, to the payment of a supplementary fine equal to the value of the ship, as will be fixed by the court.

Article 463 of the penal code on attenuating circumstances may be applied even concerning confiscation, which may be replaced by a fine inferior to the value of the ship.

The present law, discussed and adopted by the Senate and the Chamber of Deputies, will be executed as a law of the State.

Paris, November 11, 1915.

R. POINCARE.

By the President of the Republic;

L. LACAZE,
Minister of Marine,

RENE VIVIANI,
Keeper of the Seals, Minister of Justice.

Notice of mine fields on Turkish coasts, March 4, 1916.

[Moniteur de la Flotte, Mar. 4, 1916.]

By reason of the presence of submarine mines, the navigation, until further notice, is dangerous on the coasts of Turkey in Asia Minor and Syria.

Those mines which have been anchored by the French naval forces are in accord with the provisions prescribed by the VIII convention of The Hague, 1907. Notice is hereby given to those interested, in conformity to Article 3, paragraph 2, of the said convention.

Ministerial decision for the application of the law of November 11, 1915, restricting transfer of national vessels during war, March 16, 1916.

[Bulletin Officiel de la Marine, Apr. 1, 1916, p. 483; Journal Officiel, Mar. 22, 1916.]

ARTICLE 1. French shipowners who desire to sell a ship to a foreigner must address a request mentioning the reasons upon which it is based to the Under Secretary of State for the Navy.

ART. 2. After an investigation, the Under Secretary of State shall state his opinion from the point of view of the interests of the Merchant Marine and shall transmit the papers to the Chief of the General Staff (first section), whose duty it is to formulate an opinion as regards the navy.

ART. 3. The Minister will decide.

The Under Secretary of State will notify the decision to the parties concerned and the papers in the case will be transmitted through the

delegate of the Minister of Marine to the commission on the modification of prohibitions of export. This commission will give the authority for the transfer of flag.

L. LACAZE,
Minister of Marine.

Recognition of independence of Czecho-Slovaks, June 30, 1918.[1]

[New York Times, Current History, 8 (pt. 2), 489.]

M. Pichon, French Minister of Foreign Affairs to Czecho-Slovak National Council.

At the moment when the first unity of the autonomous Czecho-slovak Army of France is preparing to quit its quarters and, having received its flag, to proceed to man a sector amidst its French brothers in arms, the Government of the Republic deems it equitable and necessary to proclaim the rights of your Nation to independence. * * * For long centuries the Czecho-Slovak Nation possessed the incomparable blessing of independence. It was deprived of it by the violence of the Hapsburgs allied with Germanic princes. The historic rights of nations are imprescriptible. It is for the defense of these rights that France, attacked, is fighting to-day, together with her allies. The cause of the Czechs is specially dear to it. * * *

In the name of the Government of the Republic, I express the sincerest and warmest wishes that the Czecho-Slovak State may soon become by the common efforts of all the allies, in close union with Poland and the Jugo-Slav State, an impassable barrier to Germanic aggression and a factor of peace in a Europe reconstructed according to the principles of justice and the right of nationalities.

GERMANY.

SOJOURN OF VESSELS.

Regulations regarding the admission and treatment of war vessels and prizes of belligerents in the harbors and waters of the German coast and the German colonies, May 14, 1913.

1. With reference to the admission of warships, there shall apply articles 1 to 3 of the "Regulations regarding the admission and treatment of foreign warships in the harbors and waters of the German coast" of May 24, 1910.

ARTICLE 1.

War vessels (warships and war craft) of foreign powers require no special permission for calling at fortified and unfortified German harbors and river mouths and for the navigation of inland waters. Nevertheless a notice of the impending visit must be transmitted in good time through diplomatic channels.

Without this, foreign war vessels, with the exception of the cases given in article 2, may neither cross the outermost line of defense (fortification) nor stop in roads, harbors, river mouths, or inland waters. (With reference to the use of the Kaiser Wilhelm Canal, see article 3.)

[1] Recognition by United States, Sept. 3, 1918, infra p. 209.

The number of war vessels belonging to the same foreign nation that are permitted to stop at the same time in a fortified or unfortified harbor, etc., is, as a rule, limited to three. Exceptions require permission requested through diplomatic channels.

ARTICLE 2.

The foregoing regulations do not apply.

(*a*) To vessels that have on board sovereigns, members of families of sovereigns, presidents of republics or their suites, or ambassadors or envoys to the courts of His Majesty the Kaiser;

(*b*) To vessels which have been obliged by danger of sea or by accident to stop in a German harbor, etc.

ARTICLE 3.

For passage through the Kaiser Wilhelm Canal foreign war vessels require previous permission transmitted through diplomatic channels. In case a previous notice through diplomatic channels is not possible, it is to be communicated without delay through the local authorities.

2. Commissioned pilots may be granted ("zugestanden") only for a direct trip from the sea into a harbor, or for a direct trip from the harbor to the open sea.

3. In the waters under German sovereignty war vessels of belligerents are obliged to refrain from all hostilities including capture, interception, and the practice of the right of search. Neither may they hold any prize court therein.

4. Within the ports and roads they may repair injuries only to such an extent as is necessary for their safety of navigation, but they may neither repair, strengthen, or increase their military stores or armament, nor enlarge their complements, nor in any other way heighten their military power.

5. At each visit they may replenish their supplies of coal to the full capacity of their bunkers. They may also increase their stores of food and drink and of anything else necessary for their peaceable operation of the ship.

6. They must leave waters under German sovereignty 14 days at the latest after their arrival therein or, in case they have to remain longer in order to carry out such work as is specified in article 4, immediately after the completion of the said work.

In case the weather should make it impossible for them to leave then, or in case the conditions set forth in article 9 should come into effect, permission to remain will be extended for the necessary length of time.

7. In the harbors which are situated in the immediate neighborhood of the seat of war,[1] article 6 applies with the sole change that the words "24 hours" shall be substituted for "14 days."

8. The provisions of articles 6 and 7 do not apply to war vessels which are engaged exclusively in religious, scientific, or philanthropic work.

9. If there should be present simultaneously in the harbor or roadstead war vessels of both belligerents, at least 24 hours must elapse

[1] When the case arises the Imperial Chancellor will enumerate the ports here indicated.

between the departure of ships of one belligerent and that of ships of the other. In case both parties have at the outset chosen the same day for departure, the order of their departure shall be determined by that of their arrival.

Warships of a belligerent may not leave a harbor or a roadstead less than 24 hours after the departure of a merchant vessel flying the flag of the enemy of the said belligerent.

10. Prizes may put in only:

(*a*) On account of unseaworthiness, or bad weather, or on account of deficiency in fuel or supplies, in which cases they must leave again as soon as the cause that justified their putting in has been removed.

(*b*) When they are to be allowed to remain in the harbor until the prize court has made its decision, in which case they must be given over to the neutral German authorities for safekeeping.

Issued at the New Palace, May 14, 1913.

WILHELM I. R.
VON BETHMANN HOLLWEG.

WAR MEASURES.

War zone declaration, November 23, 1917.[1]

[Official.]

BERLIN, *November 20, 1917.*

The following communication has been sent to the allied, neutral, and enemy States:

Supplement to the German blockade declaration of January 31, 1917.

I. In complementing the declaration of blockade of January 31, 1917, the barred waters will be extended from the 22d of November as follows:

1. *Barred waters around England.*—The border of the barred waters around England and France runs from the end of points of the Belgian-Dutch boundary line over point 51° 35′ north, 2° 57′ east to 52° 2′ north, 3° 52′ east to 52° 28′ north, 4° 22′ east to 52° 40′ north, 4° 25′ east to 52° 40′ north, 3° 40′ east to 54° 45′ north, 3° 40′ east to 55° 10′ north, 4° east to 56° north, 4° 50′ east, further along on the longitude degree 4° 50′ east along to the point in 10 miles distance from the Utfire Lighthouse, then on a circle at 10 sea miles distance west around the said lighthouse to the intersecting point of the connecting line, Utfire Lighthouse, to the point 62° north 0° 0′ eastern longitude and 62° north 5° west to a point 3 sea miles south of the south point of the Faroe Islands. From there over 62° north, 10° west to 61° north, 15° west to 55° north, 30° west to 47° north, 30° west to 43° north, 15° west, then on the degree of latitude 43° north along to a point 20 sea miles along the Spanish north coast to the French-Spanish border.

2. *New barred waters.*—On the enemy bases at the Azores, the boundary runs over the following points: From 39° north, 17° west to 44° north, 27° 45′ west to 44° north, 34° west to 42° 30′ north, 37°

[1] For other war zone declarations, see International Law Documents, 1917, p. 107.

west to 57° north, 37° west to 30° north, 26° west to 34° north, 20° west to the point of beginning.[1]

3. *Barred waters in the Mediterranean.*—The channel left open in the former declaration is now included in the barred waters.

II. Security against the employment of the military procedure in the following waters included in the barred waters heretofore can only be guaranteed from the 1st of January, 1918:

First area, between—

Point 52° 40′ north, 4° 0′ east.
Point 52° 40′ north, 3° 45′ east.
Point 54° 45′ north, 3° 40′ east.
Point 55° 10′ north, 4° 0′ east.

Second area, between—

The terminal point of the Belgian-Dutch boundary line.
Point 51° 35′ north, 3° 52′ east, and the intersecting point of the connecting line between the last-mentioned point; and
Point 52° 2′ north, 3° 52′ east, with the blockade boundaries fixed heretofore off the Dutch coast.

III. Neutral ships and ships of the Belgian Relief Commission which are at the time of the publication of this declaration in ports belonging to the new blockaded waters are permitted to leave unmolested their ports, taking the shortest route, providing they start before the 29th of November.

Care has been taken that no military action will be taken against neutral ships and ships of the Belgian Relief Commission which have run into the forbidden zones without having a knowledge of the publication of this declaration.

It is urgently requested to warn neutral shipping with all available means and to direct them off the forbidden zones.

Regulations, enemy character of vessels, July 16, 1917.[2]

In further retaliation of the orders of England and her allies in regard to international law at sea, I approve for the present war of the following change in the prize rules:

A neutral ship is to be considered and treated as an enemy ship if the property of the same (Eigenthum) is wholly or for the greatest part owned by citizens of enemy states, or if it has been chartered by an enemy government, or if it has been placed on the seas in the interest of the enemies conduct of war.

As citizens of enemy states in the sense of this ordinance are also to be considered judicial persons or societies of other countries which

[1] For other war zone declarations, see International Law Documents, 1917, p. 115.

[2] Amendment to Arts. 11 and 55c, of German Prize Code, Sept. 30, 1909, published in Reichsgesetzblatt, Aug. 3, 1914, No. 50. (English translation, Hertslet, Commercial Treaties, 1915.) This code was amended, Oct. 18, Nov. 23, and Dec. 14, 1914, and Apr. 18, 1915. (See United States, Diplomatic Correspondence with Belligerent Governments, May 27, 1915, p. 30.)

have their seat in enemy countries. It will be considered as equal to location in an enemy country if the capital belongs overwhelmingly to citizens of enemy countries, or if the management is carried on by enemy citizens or is directed from or controlled by an enemy country. The same holds good if the fact has been established that capital or other means to carry on the business is contributed from citizens of enemy countries or from enemy countries themselves.

WILHELM.

Notice of defensive sea area around German Bay, March 17, 1918.

BERLIN, *March 17, 1918.*

The German Admiralty has published the following warning:

In consequence of the conduct of British naval forces in the waters around the German Bay declared to be barred by England, the German Government sees herself compelled to take measures which makes neutral shipping in these waters very dangerous. Neutral shipping is therefore urgently warned to stay away from these waters with the statement that the German Government will not guarantee for the consequences, except it is done in conformity with special directions which have to be obtained from the German Government in each individual case. The boundaries of the waters in question are: From the point of intersection of latitude 57° 8′ north, with the Danish territorial boundary, over point 57° 8′ north, 6° east, 56° north, 4° 17′ east, 58° 29′ north, 4° 4′ east, 53° east, 4° 10′ east, to the intersection point of latitude 53° with the Dutch sovereignty lines.

Regulations, enemy character of vessels, April 21, 1918.[1]

In case conditions do not point to the contrary a neutral ship must be considered as sailing in enemy war interests, when the country, the flag of which the vessel has a right to fly, has made an agreement with an enemy country relating to the cession of tonnage, or when the greater portion of the navigating commercial fleet of the country in question is in the service of the enemy.

RECOGNITION OF INTERNATIONAL STATUS.

Recognition of independence of Russian Poland, November 4, 1916.[2]

TO THE INHABITANTS OF THE GOVERNMENT OF WARSAW:

His Majesty, the German Emperor, and his Majesty, the Austrian Emperor and Apostolic King of Hungary, sustained by their firm confidence in the final victory of their arms, and guided by the wish to lead to a happy future the Polish districts which, by their brave armies

[1] Amendment of regulations, July 16, 1917, supra, p. 52.

[2] A similar proclamation was published by the Austro-Hungarian governor general at Lublin. By proclamation, Sept. 12, 1917, Germany and Austria transferred authority in Poland to a regency. (New York Times, Current History, 7 (pt. 1):29.)

were snatched with heavy sacrifices from Russian power, have agreed to form from these districts an independent State, with a hereditary monarchy and a constitution. The more precise regulation of the frontiers of the Kingdom of Poland remains reserved.

In union with both the Allied Powers the new Kingdom will find the guarantees which it desires for the free development of its strength. In its own army the glorious traditions of the Polish Army of former times and the memory of our brave Polish fellow-combatants in the great war of the present time will continue to live. Its organization, training, and command will be regulated by mutual agreement. The allied monarchs confidently hope that their wishes for the State and national development of the Kingdom of Poland will now be fulfilled with the necessary regard to the general political conditions of Europe and to the welfare and security of their own country and peoples.

The great western neighbors of the Kingdom of Poland will see with pleasure arise again and flourish at their eastern frontier a free and happy State rejoicing in its national life.

By order of His Majesty, the German Emperor:

VON BESELER, *Governor General.*

Recognition of Ukrainian Republic, February 9, 1918.[1]

[New York Times, Current History, 7 (pt. 2):433.]

Statement of Dr. von Kuhlmann, President of Conference at Brest-Litovsk.

Gentlemen, none of you will be able to close his eyes to the historical significance of this hour, at which the representatives of the four allied powers are met with the representatives of the Ukrainian People's Republic to sign the first peace attained in this world war.[2] This peace, signed with your young State, which has emerged from the stress of the great war, gives special satisfaction to the representatives of the allied delegation. May this peace be the first of a series of blessed conclusions—peace blessed both for the allied powers and for the Ukrainian People's Republic, for the future of which we all cherish the best wishes.

Recognition of independence of Lithuania, March 24, 1918.[3]

[Official U. S. Bulletin, No. 286, p. 1.]

Note of German Chancellor von Hertling to a delegation of the Lithuanian National Council.

Whereas the Lithuanian National Council, as recognized representatives of the Lithuanian people, on December 11, 1917, declared Lithuania an independent State united with Germany through eternal and close alliances and connections in traffic, monetary, and other fields,

[1] The Ukrainian National Council had issued a proclamation of independence Nov. 20, 1917 (New York Times, Current History, 7 (pt. 2):128), and concluded a treaty of peace with Russia, June 13, 1918 (London Times, June 15, 1918).

[2] Text of treaty, Feb. 9, 1918. (New York Times, Current History, 7 (pt. 2):435.)

[3] The Lithuanian National Council presented claims for recognition of independence to President Wilson May 7, 1918. (Official U. S. Bulletin, No. 303, p. 8.)

and asked Germany's protection and help in reconstruction of the State, we hereby recognize Lithuania as free and independent. The German Empire is prepared to lend Lithuania the required help and, in concert with Lithuania's population, to take the necessary measures. Conventions for the establishment of confederation with the German Empire will be made. The Imperial Government presupposes that the conventions will be to Germany's interest as well as Lithuania's, and Lithuania will take a share of Germany's war burdens, which are promoting Lithuania's emancipation. A formal document of recognition of Lithuania's independence will be forwarded to the National Council.

Manifesto of German Chancellor concerning abdication of Emperor, November 9, 1918.

[Official U. S. Bulletin, No. 460, p. 4.]

NAUEN, *November 9, 1918.*

(Received by Navy Radio Service, Nov. 10, 1918.)

German Chancellor Prince Max von Baden publishes the following manifesto:

Emperor and King has decided to abdicate the throne. Chancellor will remain so long in office until the questions connected with the abdication of Emperor, renunciation of the throne by Crown Prince of German Empire and of Prussia, and of introduction of regency are regulated. He intends to propose to the regent the appointment of Reichstag member Ebert as chancellor and the bringing in of a bill for the immediate proclamation for a general election of a German national constituent assembly which will have the duty of determining the future political form of German people, including those parts of nationalities who should wish to enter within the limits of the State.

(Signed) MAX, PRINCE VON BADEN,
German Chancellor.

TRANSOCEAN, BERLIN, *November 9.*

Act of abdication by German Emperor, November 28, 1918.[1]

By the present document I renounce forever my rights to the crown of Prussia and the rights to the German imperial crown. I release at the same time all the officials of the German Empire and Prussia and also all officers and noncommissioned officers and soldiers of the Prussian Navy and Army and of contingents from confederated States from the oath of fidelity they have taken to me as their Emperor, King, and supreme chief.

I expect from them until a new organization of the German Empire exists that they will aid those who effectively hold the power in Germany to protect the German people against the menacing dangers of anarchy, famine, and foreign domination.

Made and executed and signed by our own hand with the imperial seal at Amerongen, November 28.

WILLIAM.

[1] Issued Nov. 30, 1918, by the new German Government "in order to reply to certain misunderstandings which have arisen with regard to the abdication."

ARMISTICE.

Terms of armistice with Allied and Associated Powers, 5 a. m., November 11, 1918.[1]

CONVENTION.

Between Marshal FOCH, Commander-in-Chief of the Allied Armies, acting in the name of the Allied and Associated Powers, with Admiral WEMYSS, First Sea Lord, on the one hand; and

Herr ERZBERGER, Secretary of State, President of the German Delegation,

Count von OBERNDORFF, Envoy Extraordinary and Minister Plenipotentiary,

Major-General von WINTERFELDT,

Captain VANSELOW (German Navy),

duly empowered and acting with the concurrence of the German Chancellor, on the other hand.

An Armistice has been concluded under the following conditions:

CONDITIONS OF THE ARMISTICE CONCLUDED WITH GERMANY.

A.—THE WESTERN FRONT.

I. Cessation of hostilities on land and in the air six hours after the signing of the Armistice.

CONVENTION.

Entre le Maréchal FOCH, Commandant en Chef des Armées Alliées, stipulant au nom des Puissances Alliées et Associées, assisté de l'Amiral WEMYSS, First Sea Lord, d'une part; et

M. le Secrétaire d'État ERZBERGER, Président de la Délégation Allemande,

M. l'Envoyé Extraordinaire et Ministre Plénipotentiaire Comte von OBERNDORFF,

M. le Général Major von WINTERFELDT,

M. le Capitaine de Vaisseau VANSELOW,

munis de pouvoirs réguliers et agissant avec l'agrément du Chancelier Allemand, d'autre part.

Il a été conclu un armistice aux conditions suivantes:

CONDITIONS DE L'ARMISTICE CONCLU AVEC L'ALLEMAGNE.

A.—SUR LE FRONT D'OCCIDENT.

I. Cessation des hostilités, sur terre et dans les airs, 6 heures après la signature de l'armistice.

[1] *Execution of Armistice terms.*

Nov. 20, 20 German submarines were surrendered.

Nov. 21, German high seas fleet of 9 battleships, 5 battle cruisers, 7 light cruisers, and 50 destroyers surrendered.

Nov. 17, the allied army of occupation began its march for Germany.

Nov. 25, Marshal Foch, with Gens. Guillaumat and Gouraud, entered Strasbourg.

Nov. 29, the Germans began withdrawing across the Rhine.

Dec. 1, the American Army entered Germany.

Dec. 3, British troops crossed the Belgian frontier and entered Germany.

Dec. 13, the armistice was extended until Jan. 17.

Dec. 13, the American Army crossed the Rhine and the French entered Mainz.

Dec. 16, the American Army reached its final objective at Coblenz, and the British formally occupied Cologne.

II. Immediate evacuation of invaded countries—Belgium, France, Luxembourg, as also Alsace-Lorraine,—so ordered as to be completed within 15 days from the signature of the Armistice.

German troops which have not left the above-mentioned territories within the period fixed will become prisoners of war.

Occupation by the Allied and United States forces jointly will keep pace with evacuation of these areas.

All movements of evacuation and occupation will be regulated in accordance with a Note (Appendix I) determined at the time of the signing of the Armistice.

III. Repatriation, beginning at once, to be completed within 15 days, of all inhabitants of the countries above enumerated (including hostages, and persons under trial or convicted).

IV. Surrender in good condition by the German Armies of the following equipment:

5,000 guns (to wit 2,500 heavy and 2,500 field),
25,000 machine guns,
3,000 *Minenwerfer*,
1,700 fighting and bombing aeroplanes—primarily all the D.7's and all the night bombing machines.

The above to be delivered *in situ* to the Allied and United States troops in accordance with the detailed conditions laid down in the Note (Appendix I) determined at the time of the signing of the Armistice.

V. Evacuation by the German Armies of the districts on the left

II. Évacuation immédiate des pays envahis—Belgique, France, Luxembourg, ainsi que de l'Alsace-Lorraine,—réglée de manière à être réalisée dans un délai de 15 jours à dater de la signature de l'armistice.

Les troupes allemandes qui n'auront pas évacué les territoires prévus dans les délais fixes seront faites prisonnières de guerre.

L'occupation par l'ensemble des troupes alliées et des États-Unis suivra, dans ces pays, la marche de l'évacuation.

Tous les mouvements d'évacuation ou d'occupation sont réglés par la Note Annexe No. 1, arrêtée au moment de la signature de l'Armistice.

III. Rapatriement, commençant immédiatement et devant être terminé dans un délai de 15 jours, de tous les habitants des pays énumérés ci-dessus (y compris les otages et les prévenus ou condamnés).

IV. Abandon par les Armées Allemandes du matériel de guerre suivant en bon état:

5,000 canons (dont 2,500 lourds et 2,500 de campagne),
25,000 mitrailleuses,
3,000 *Minenwerfer*,
1,700 avions de chasse et de bombardement, en premier lieu tous les D.7 et tous les avions de bombardement de nuit,

à livrer sur place aux Troupes des Alliés et des Etats-Unis,—dans les conditions de détail fixées par la Note Annexe No. 1, arrêtée au moment de la signature de l'Armistice.

V. Évacuation des pays de la rive gauche du Rhin par les

bank of the Rhine. These districts on the left bank of the Rhine shall be administered by the local authorities under the control of the Allied and United States armies of occupation.

The occupation of these territories by Allied and United States troops will be assured by garrisons holding the principal crossings of the Rhine (Mayence, Coblenz, Cologne) together with bridge-heads at these points of a 30-kilometre (about 19 miles) radius on the right bank, and by garrisons similarly holding the strategic points of the regions.

A neutral zone shall be set apart on the right bank of the Rhine between the river and a line drawn parallel to the bridge-heads and to the river, and 10 kilometres (6¼ miles) deep, from the Dutch frontier to the Swiss frontier.

Evacuation by the enemy of the Rhine districts (right and left bank) shall be so ordered as to be completed within a further period of 16 days, in all 31 days after the signing of the Armistice.

All movements of evacuation and occupation will be regulated according to the Note (Appendix I) determined at the time of the signing of the Armistice.

VI. In all territories evacuated by the enemy, all evacuation of inhabitants shall be forbidden; neither damage nor harm shall be to the persons or property of the inhabitants.

No person shall be prosecuted for having taken part in any military measures previous to the signing of the Armistice.

No destruction of any kind shall be committed.

Armées Allemandes. Les pays de la rive gauche du Rhin seront administrés par les autorités locales, sous le contrôle des troupes d'occupation des Alliés et des États-Unis.

Les troupes des Alliés et des États-Unis assureront l'occupation de ces pays par des garnisons tenant les principaux points de passage du Rhin (Mayence, Coblentz, Cologne) avec, en ces points, des têtes de pont de 30 klm. de rayon sur la rive droite,—et des garnisons tenant également les points stratégiques de la région.

Une zone neutre sera réservée, sur la rive droite du Rhin, entre le fleuve et une ligne tracée parallèlement aux têtes de pont et au fleuve, et à 10 klm. de distance, depuis la frontière de Hollande jusqu'à la frontière de la Suisse.

L'évacuation par l'ennemi des pays du Rhin (rive gauche et rive droite) sera réglée de façon à être réalisée dans un délai de 16 nouveaux jours,—soit 31 jours après la signature de l'Armistice.

Tous les mouvements d'évacuation ou d'occupation sont réglés par la Note Annexe No. 1, arrêtée au moment de la signature de l'Armistice.

VI. Dans tous les territoires évacués par l'ennemi, toute évacuation des habitants sera interdite; il ne sera pas apporté aucun dommage ou préjudice à la personne ou à la propriété des habitants.

Personne ne sera poursuivi pour délit de participation à des mesures de guerre antérieures à la signature de l'Armistice.

Il ne sera fait aucune destruction d'aucune sorte.

Military establishments of all kinds shall be delivered intact, as well as military stores of food, munitions, and equipment, which shall not have been removed during the periods fixed for evacuation.

Stores of food for all kinds for the civil population, cattle, &c., shall be left *in situ*.

No measure of a general or official character shall be taken which would have as a consequence the depreciation of industrial establishments or a reduction of their personnel.

VII. Roads and means of communication of every kind, railroads, waterways, roads, bridges, telegraphs, telephones, shall be in no manner impaired.

All civil and military personnel at present employed on them shall remain so employed.

5,000 complete locomotives, 150,000 wagons in good working order, with all necessary spare parts and fittings, shall be delivered to the Associated Powers within the period fixed in Appendix No. II the total of which shall not exceed 31 days.

5,000 motor lorries are also to be delivered in good condition within 36 days.

The railways of Alsace-Lorraine shall be handed over within 31 days, together with all personnel and material belonging to the organization of this system.

Further, working material in the territories on the left bank of the Rhine shall be left *in situ*.

All stores of coal and material for upkeep of permanent way, signals, and repair shops shall be left *in situ* and kept in an efficient

Les installations militaires de toute nature seront livrées intactes;—de même les approvisionnements militaires, vivres, munitions, équipements, qui n'auront pas été emportés dans les délais d'évacuation fixés.

Les dépôts de vivres de toute nature pour la population civile, bétail etc., devront être laissés sur place.

Il ne sera pris aucune mesure générale ou d'ordre officiel ayant pour conséquence une dépréciation des établissements industriels ou une réduction dans leur personnel.

VII. Les voies et moyens de communication de toute nature, voies ferrées, voies navigables, routes, ponts, télégraphes, téléphones, ne devront être l'objet d'aucune détérioration.

Tout le personnel civil et militaire, actuellement utilisé, y sera maintenu.

Il sera livré aux Puissances Associées: 5,000 machines montées et 150,000 wagons, en bon état de roulement et pourvus de tous rechanges et agrès nécessaires, dans les délais dont le détail est fixé à l'Annexe No. 2 et dont le total ne devra pas dépasser 31 jours.

Il sera également livré 5,000 camions automobiles en bon état, dans un délai de 36 jours.

Les chemins de fer d'Alsace-Lorraine, dans un délai de 31 jours, seront livrés, dotés de tout le personnel et matériel affectés organiquement à ce réseau.

En outre, le matériel nécessaire à l'exploitation dans les pays de la rive gauche du Rhin sera laissé sur place.

Tous les approvisionnements en charbon et matières d'entretien,

state by Germany, as far as the means of communication on the left bank of the Rhine are concerned.

All lighters taken from the Allies shall be restored to them. The Note attached as Appendix I defines the details of these measures.

VIII. The German Command must reveal, within 48 hours after the signing of the Armistice, all mines or delay-action engines laid within the territories evacuated by the German troops, and shall facilitate their discovery and destruction.

Further the German Command shall reveal all destructive measures that may have been taken (such as poisoning or pollution of wells, springs, &c.). All the foregoing under penalty of reprisals.

IX. The right of requisition shall be exercised by the Allied and United States Armies in all occupied territories, except payment to those who are entitled thereto.

The upkeep of the troops of occupation in the Rhine districts (excluding Alsace-Lorraine) shall be charged to the German Government.

X. The immediate repatriation, without reciprocity, according to detailed conditions which shall be fixed, of all Allied and United States prisoners of war, including those under trial and already convicted. The Allied Powers and the United States of America shall be able to dispose of these prisoners as they think fit. This con-

en matériel de voies, de signalisation et d'ateliers, seront laissés sur place.—Ces approvisionnements seront entretenus par l'Allemagne, en ce qui concerne l'exploitation des voies de communication des pays de la rive gauche du Rhin.

Tous les chalands enlevés aux Alliés leur seront rendus. La Note Annexe No. 1 règle le détail de ces mesures.

VIII. Le Commandement Allemand sera tenu de signaler, dans un délai de 48 heures après la signature de l'Armistice, toutes les mines ou dispositifs à retard agencés sur les territoires évacués par les troupes allemandes, et d'en faciliter la recherche et la destruction.

Il signalera également toutes les dispositions nuisibles qui auraient pu être prises (tel qu'empoisonnement ou pollution de sources et de puits, etc.).—Le tout sous peine de représailles.

IX. Le droit de réquisition sera exercé par les Armées des Alliés et des États-Unis dans tous les territoires occupés, sauf règlement de comptes avec qui de droit.

L'entretien des troupes d'occupation des pays du Rhin (non compris l'Alsace-Lorraine) sera à la charge du Gouvernement Allemand.

X. Rapatriement immédiat, sans réciprocité, dans des conditions de détail à régler, de tous les prisonniers de guerre, y compris les prévenus et condamnés, des Alliés et des États-Unis.—Les Puissances Alliées et les États-Unis pourront en disposer comme bon leur semblera. Cette condition annule les conventions antérieures au sujet.

dition annuls all previous conventions regarding prisoners of war, including that of July 1918, now being ratified.[1] However, the repatriation of German prisoners of war interned in Holland and Switzerland shall continue as heretofore. The repatriation of German prisoners of war shall be settled at the conclusion of the peace preliminaries.

XI. Sick and wounded who cannot be removed from territory evacuated by the German forces shall be cared for by German personnel, who will be left *in situ* with the necessary material.

B.—CLAUSES RELATING TO THE EASTERN FRONTIÈRS OF GERMANY.

XII. All German troops at present in any territory which, before the war, formed part of Austria-Hungary, Roumania, or Turkey shall withdraw within the frontiers of Germany as they existed on August 1st, 1914. All German troops at present in territories which before the war formed part of Russia must likewise return to within the frontiers of Germany as above defined as soon as the Allies shall think the moment suitable, account being taken of the internal situation of these territories.

XIII. Evacuation by German troops to begin at once; and all German instructors, prisoners, and

de l'échange des prisonniers de guerre, y compris celle de Juillet 1918 en cours de ratification. Toutefois, le rapatriement des prisonniers de guerre allemands, internés en Hollande et en Suisse, continuera comme précédemment.—Le rapatriement des prisonniers de guerre allemands sera réglé à la conclusion des préliminaires de paix.

XI. Les malades et blessés inévacuables, laissés sur les territoires évacués par les Armées Allemandes, seront soignés par du personnel allemand, qui sera laissé sur place avec le matériel nécessaire.

B.—DISPOSITIONS RELATIVES AUX FRONTIÈRES ORIENTALES DE L'ALLEMAGNE.

XII. Toutes les troupes allemandes qui se trouvent actuellement dans les territoires qui faisaient partie avant la guerre de l'Autriche-Hongrie, de la Roumanie, de la Turquie, doivent rentrer immédiatement dans les frontières de l'Allemagne telles qu'elles étaient au 1er août 1914. Toutes les troupes allemandes qui se trouvent actuellement dans les territoires qui faisaient partie avant la guerre de la Russie devront également rentrer dans les frontières de l'Allemagne définies comme ci-dessus, dès que les Alliés jugeront le moment venu, compte tenu de la situation intérieure de ces territoires.

XIII. Mise en train immédiate de l'évacuation par les troupes allemandes et du rappel de tous les

[1] Agreements concerning prisoners of war, Great Britain-Germany, British Parliamentary Papers, Misc. No. 20 (1918); United States-Germany, Nov. 11, 1918, Official U. S. Bulletin, Jan. 11, 1919, p. 10.

civilian as well as military agents now on the territory of Russia (frontiers as existing on August 1st, 1914) to be recalled.

XIV. German troops to cease at once all requisitions and seizures, and any other coercive measure with a view to obtaining supplies intended for Germany in Roumania and Russia (frontiers as existing on August 1st, 1914).

XV. Denunciation of the treaties of Bukarest and Brest-Litovsk and of the supplementary treaties.

XVI. The Allies shall have free access to the territories evacuated by the Germans on their Eastern frontier, either through Danzig or by the Vistula, in order to convey supplies to the populations of those territories and for the purpose of maintaining order.

C.—EAST AFRICA.

XVII. Evacuation of all German forces operating in East Africa within a period specified by the Allies.

D.—GENERAL CLAUSES.

XVIII. Repatriation without reciprocity, within a maximum period of one month, in accordance with detailed conditions hereafter to be fixed, of all interned civilians including hostages and persons under trial and convicted who may be subjects of other Allied or Associated States other than those mentioned in Clause III.

Financial Clauses.

XIX. With the exception of any future concessions and claims by the Allies and United States of America:

instructeurs, prisonniers et agents civils et militaires allemandes se trouvant sur les territoires de la Russie (dans les limites du 1er août 1914).

XIV. Cessation immédiate par les troupes allemandes de toutes réquisitions, saisies ou mesures coercitives, en vue de se procurer des ressources à destination de l'Allemagne, en Roumanie et en Russie (dans leurs limites du 1er août 1914).

XV. Renonciation au Traité de Bucarest et de Brest-Litovsk et traités complémentaires.

XVI. Les Alliés auront libre accès aux territoires évacués par les Allemands sur les frontières orientales, soit par Dantzig, soit par la Vistule, afin de pouvoir ravitailler les populations et dans le but de maintenir l'ordre.

C.—DANS L'AFRIQUE ORIENTALE.

XVII. Évacuation de toutes les forces allemandes opérant dans l'Afrique Orientale dans un délai réglé par les Alliés.

D. CLAUSES GÉNÉRALES.

XVIII. Rapatriement sans réciprocité, dans le délai maximum d'un mois, dans des conditions de détail à fixer, de tous les internés civils, y compris les otages, les prévenus ou condamnés, appartenant à des Puissances Alliées ou Associées autres que celles énumérées à l'article III.

Clauses financières

XIX. Sous réserve de toute revendication et réclamation ultérieures de la part des Alliés et des États-Unis:

Repair of damage done.

While the Armistice lasts no public securities shall be removed by the enemy which can serve as a pledge to the Allies for the recovery of war losses.

Immediate restitution of the cash deposit in the National Bank of Belgium, and, in general, immediate return of all documents, specie, stock, shares, paper money, together with plant for the issue thereof, affecting public or private interests in the invaded countries.

Restitution of the Russian and Rumanian gold yielded to Germany or taken by that Power.

This gold shall be held in trust by the Allies until peace is signed.

E. NAVAL CLAUSES.

XX. Immediate cessation of all hostilities at sea, and definite information to be given as to the position and movements of all German ships.

Notification to be given to neutrals that freedom of navigation in all territorial waters is given to the Naval and Mercantile Marines of the Allied and Associated Powers, without raising questions of neutrality.

XXI. All Naval and Mercantile Marine prisoners of war of the Allied and Associated Powers in German hands to be returned, without reciprocity.

XXII. The surrender at the ports specified by the Allies and the United States of all submarines at present in existence (including all submarine cruisers and minelayers), with armament and

Réparation des dommages.

Pendant la durée de l'armistice il ne sera rien distrait par l'ennemi des valeurs publiques pouvant servir aux Alliés de gages pour le recouvrement des réparations de guerre.

Restitution immédiate de l'encaisse de la Banque Nationale de Belgique et en général remise immédiate de tous documents, espèces, valeurs (mobilières et fiduciaires, avec le matériel d'émission) touchant aux intérêts publics et privés danssles pays envahis.

Restitution de l'or russe ou roumain pris par les Allemands ou remis à eux.

Cet or sera pris en charge par les Alliés jusqu' à la signature de la paix.

E.—CLAUSES NAVALES.

XX. Cessation immédiate de toute hostilité sur mer et indication précise de l'emplacement et des mouvements des bâtiments allemands.

Avis donné aux Neutres de la liberté concédée à la navigation des marines de guerre et de commerce des Puissances Alliées et Associées dans toutes eaux territoriales sans soulever de questions de neutralité.

XXI. Restitution, sans réciprocité, de tous les prisonniers de guerre des marines de guerre et de commerce des Puissances Alliées et Associées au pouvoir des Allemands.

XXII. Livraison aux Alliés et aux États-Unis de tous les sous-marins (y compris tous les croiseurs sous-marins et tous les mouilleurs de mines) actuellement existants, avec leur armement et équipe-

equipment complete. Those which cannot put to sea shall be denuded of crew and equipment, and shall remain under the supervision of the Allies and the United States. Submarines ready to put to sea shall be prepared to leave German ports immediately on receipt of wireless order to sail to the port of surrender, the remainder to follow as early as possible. The conditions of this article shall be completed within 14 days of the signing of the Armistice.

XXIII. The German surface warships, which shall be designated by the Allies and the United States of America, shall forthwith be dismantled and thereafter interned in neutral ports, or, failing them, Allied ports, to be designated by the Allies and the United States of America. They shall remain there under the surveillance of the Allies and the United States of America, only care and maintenance parties being left on board.

The vessels designated by the Allies are: [1]

ment complets, dans les ports désignés par les Alliés et les États-Unis. Ceux qui ne peuvent pas prendre la mer seront désarmés de personnel et de matériel et ils devront rester sous la surveillance des Alliés et des États-Unis.

Les sous-marins qui sont prêts pour la mer seront préparés à quitter les ports allemands aussitôt que des ordres seront reçus par T. S. F. pour leur voyage au port désigné de la livraison, et le reste le plus tôt possible.

Les conditions de cet article seront réalisées dans un délai de 14 jours après la signature de l'armistice.

XXIII. Les navires de guerre de surface allemands qui seront désignés par les Alliés et les États-Unis seront immédiatement désarmés, puis internés dans des ports neutres, ou, à leur défaut, dans les ports alliés désignés par les Alliés et les États-Unis.

Ils y demeureront sous la surveillance des Alliés et des États-Unis,—des détachements de gardes étant seuls laissés à bord.

La désignation des Alliés portera sur:

[1] The Deutsche Allgemeine Zeitung, Nov. 16, 1918, published the following as Beilage 2 to the armistice:

"The following ships and vessels of the German Fleet with their complete armament and equipment are to be surrendered to the Allied and United States of America Governments, in ports which will be specified by them, namely:

"Battleships: Third battle squadron: *König, Bayern, Grosser Kurfürst, Kronprinz Wilhelm, Markgraf.* Fourth battle squadron: *Friedrich der Grosse, König Albert, Kaiserin, Prinzregan Luitpold, Kaiser.*

"Battle cruisers: *Hindenburg, Derfflinger, Seydlitz, Moltke, Von der Tann, Mackensen.*

"Light cruisers: *Brummer, Bremse, Koln, Dresden, Emden, Frankfürt, Nürnberg, Wiesbaden.*

"Destroyers: Fifty of the most modern destroyers.

"(Signed) J. Foch,
"R. E. Wemyss, *Admiral.*"

(Holland News, 11; 2396, Dec. 2, 1918.)

(See also additional clause, infra p. 75.)

6 Battle Cruisers.
10 Battle Ships.
8 Light Cruisers (of which two shall be mine-layers).
50 Destroyers of the most modern type.

All other surface warships (including river craft) are to be concentrated in German Naval bases to be designated by the Allies and the United States of America, completely dismantled, and placed under the supervision of the Allies and the United States of America. The military equipment of all vessels of the Auxiliary Fleet is to be landed. All vessels specified for internment shall be ready to leave German ports seven days after the signing of the Armistice. Directions for the voyage shall be given by wireless.

XXIV. The Allies and the United States of America shall have the right to sweep up all minefields and to destroy obstructions laid by Germany outside German territorial waters, the positions of which are to be indicated.

XXV. Free access to and from the Baltic for the Naval and Mercantile Marines of the Allied and Associated Powers, secured by the occupation of all German forts, fortifications, batteries and defence works of all kinds in all the channels between the Cattegat and the Baltic, and by the sweeping up and destruction of all mines and obstructions within and without German territorial waters, the positions of all such mines and obstructions to be indi-

6 croiseurs de bataille.
10 cuirassés d'escadre.
8 croiseurs légers (dont 2 mouilleurs de mines).
50 destroyers des types les plus récents.

Tous les autres navires de guerre de surface (y compris ceux de rivière) devront être réunis et complètement désarmés dans les bases navales allemandes désignées par les Alliés et les Etats-Unis, et y être placés sous la surveillance des Alliés et des États-Unis.

L'armement militaire de tous les navires de la flotte auxiliaire sera débarqué.

Tous les vaisseaux désignés pour être internés seront prêts à quitter les ports allemands 7 jours après la signature de l'armistice.

On donnera par T. S. F. les directions pour le voyage.

XXIV. Droit pour les Alliés et les États-Unis, en dehors des eaux territoriales allemandes, de draguer tous les champs de mines et de détruire les obstructions placées par l'Allemagne, dont l'emplacement devra leur être indiqué.

XXV. Libre entrée et sortie de la Baltique pour les marines de guerre et de commerce des Puissances Alliées et Associées, assurée par l'occupation de tous les forts, ouvrages, batteries et défense de tout ordre allemands, dans toutes les passes allant du Cattegat à la Baltique, et par le dragage et la destruction de toutes mines ou obstructions dans et hors les eaux territoriales allemandes, dont les plans et emplacements exacts seront fournis par l'Allemagne,

cated by Germany, who shall be permitted to raise no question of neutrality.

XXVI. The existing blockade conditions set up by the Allied and Associated Powers are to remain unchanged, German merchant ships found at sea remaining liable to capture. The Allies and United States contemplate the provisioning of Germany during the Armistice as shall be found necessary.

XXVII. All Aerial Forces are to be concentrated and immobilized in German bases specified by the Allies and the United States of America.

XXVIII. In evacuating the Belgian coasts and ports Germany shall abandon *in situ* and intact the port material and material for inland waterways, also all merchant ships, tugs, and lighters, all naval aircraft and air materials and stores, all arms and armaments, and all stores and apparatus of all kinds.

XXIX. All Black Sea ports are to be evacuated by Germany; all Russian warships seized by Germany in the Black Sea are to be handed over to the Allies and the United States of America; all neutral merchant ships seized in the Black Sea are to be released; all warlike and other material of all kinds seized in those ports are to be handed over, and German materials as specified in Clause XXVIII are to be surrendered.

XXX. All merchant ships at present in German hands belonging to the Allied and Associated Powers are to be restored to ports

qui ne pourra soulever aucune question de neutralité.

XXVI. Maintien du blocus des Puissances Alliées et Associées dans les conditions actuelles,—les navires de commerce allemands trouvés en mer restant sujets à capture. Les Alliés et les États-Unis envisagent le ravitaillement de l'Allemagne pendant l'armistice, dans la mesure reconnue nécessaire.

XXVII. Groupement et immobilisation dans les bases allemandes désignées par les Alliés et États-Unis de toutes les forces aériennes.

XXVIII. Abandon par l'Allemagne, sur place et intacts, de tout le matériel de ports et de navigation fluviale, de tous les navires de commerce, remorqueurs, chalands, de tous les appareils, matériel et approvisionnements d'aéronautique maritime, toutes armes, appareils, approvisionnements de toute nature, en évacuant la côte et les ports belges.

XXIX. Évacuation de tous les ports de la Mer Noire par l'Allemagne et remise aux Alliés et aux Etats-Unis de tous les bâtiments de guerre russes saisis par les Allemands dans la Mer Noire;—libération de tous les navires de commerce neutres saisis;—remise de tout le matériel de guerre ou autre saisi dans ces ports,—et abandon du matériel allemand énuméré à la clause XXVIII.

XXX. Restitution, sans réciprocité, dans des ports désignés par les Alliés et les Etats-Unis, de tous les navires de commerce

specified by the Allies and the United States of America without reciprocity.

XXXI. No destruction of ships or of materials to be permitted before evacuation, delivery or restoration.

XXXII. The German Government shall formally notify all the neutral Governments, and particularly the Governments of Norway, Sweden, Denmark, and Holland, that all restrictions placed on the trading of their vessels with the Allied and Associated countries, whether by the German Government or by private German interests, and whether in return for special concessions, such as the export of shipbuilding materials or not, are immediately canceled.

XXXIII. No transfer of German merchant shipping of any description to any neutral flag is to take place after signature of the Armistice.

F.—DURATION OF ARMISTICE.

XXXIV. The duration of the Armistice is to be 36 days, with power of extension. During this period, on failure of execution of any of the above clauses, the Armistice may be repudiated by one of the contracting parties on 48 hours' previous notice. It is understood that failure to execute Articles III and XVIII completely in the period specified is not to give reason for a repudiation of the Armistice, save where such failure is due to malice aforethought.

appartenant aux Puissances Alliées et Associées, actuellement au pouvoir de l'Allemagne.

XXXI. Interdiction de toute destruction de navires ou de matériel avant évacuation, livraison ou restitution.

XXXII. Le Gouvernement allemand notifiera formellement à tous les Gouvernements neutres, et en particulier aux Gouvernements de Norvège, de Suède, du Danemark, et de la Hollande, que toutes les restrictions imposées au trafic de leurs bâtiments avec les Puissances Alliées et Associées, soit par le Gouvernement allemand lui-même, soit par des entreprises allemandes privées, soit en retour de concessions définies, comme l'exportation de matériaux de construction navals, ou non, sont immédiatement annulées.

XXXIII.—Aucun transfert de navires marchands allemands de toute espèce sous un pavillon neutre quelconque ne pourra avoir lieu après la signature de l'Armistice.

F.—DURÉE DE L'ARMISTICE.

XXXIV. La durée de l'Armistice est fixée à 36 jours, avec faculté de prolongation.

Au cours de cette durée l'Armistice peut, si les clauses ne sont pas exécutées, être dénoncé par l'une des parties contractantes, qui devra en donner le préavis 48 heures à l'avance. Il est entendu que l'exécution des Articles III et XVIII ne donnera lieu à dénonciation de l'Armistice pour l'insuffisance d'exécution dans les délais voulus que dans le cas d'une exécution mal intentionnée.

To ensure the execution of the present convention under the most favourable conditions, the principle of a permanent International Armistice Commission is recognized. This Commission will act under the supreme authority of the High Command, military and naval, of the Allied Armies.

The present Armistice was signed on November 11, 1918, at 5 o'clock (French time).

(Signed:)

F. FOCH. ERZBERGER.
R. E. WEMYSS. OBERNDORFF.
WINTERFELDT.
VANSELOW.

Pour assurer dans les meilleures conditions l'exécution de la présente Convention, le principe d'une Commission d'Armistice Internationale Permanente est admis. Cette Commission fonctionnera sous la haute autorité du Commandement en Chef Militaire et Naval des Armées Alliées.

Le présent Armistice a été signé le 11 Novembre 1918 à 5 heures (cinq heures), heure française.

(Signé:)

F. FOCH. ERZBERGER.
R. E. WEMYSS. OBERNDORFF.
WINTERFELDT.
VANSELOW.

APPENDICES.

APPENDIX No. 1.

I.—*Evacuation of the invaded territories, Belgium, France and Luxembourg, as also of Alsace-Lorraine:*

Shall be carried out in three successive stages according to the following conditions:

1st stage. Evacuation of the territories situated between the existing front and line No. 1 on the enclosed map [1] to be completed within 5 days after the signing of the Armistice.

2nd stage. Evacuation of territories situated between Line No. 1 and Line No. 2 to be carried out within 4 further days (9 days in all after the signing of the Armistice).

3rd stage. Evacuation of the territories situated between Line No. 2 and Line No. 3 to be completed within 6 further days (15 days in all after the signing of the Armistice).

NOTE ANNEXE No. 1.

I.—*Evacuation des pays envahis: Belgique, France, Luxembourg, ainsi que de l'Alsace-Lorraine:*

Se fera en 3 phases successives dans les conditions suivantes:

1e *Phase:* Evacuation des territoires situés entre le front actuel et la ligne No. 1 de la carte jointe:—terminée dans un délai de 5 jours après la signature de l'Armistice.

2e *Phase:* Evacuation des territoires situés entre la ligne No. 1 et la ligne No. 2:—terminée dans un délai de 4 nouveaux jours (9 jours au total après la signature de l'Armistice).

3e *Phase:* Evacuation des territoires situés entre la ligne No. 2 et la ligne No. 3:—terminée dans un délai de 6 nouveaux jours (15 jours au total après la signature de l'Armistice).

[1] Not printed.

Allied and United States troops shall enter these various territories on the expiration of the period allowed to the German troops for the evacuation of each of them.

In consequence the Allied troops will cross the present German front as from the 6th day following the signing of the Armistice, Line No. 1 as from the 10th day, and Line No. 2 as from the 16th day.

II.—*Evacuation of the Rhine district.*

This evacuation will also be carried out in several successive stages:

1. Evacuation of territories situated between Lines 2 and 3 and Line 4 to be completed within 4 further days (19 days in all after the signing of the Armistice).

2. Evacuation of territories situated between Lines 4 and 5 to be completed within 4 further days (23 days in all after the signing of the Armistice).

3. Evacuation of territories situated between Lines 5 and 6 (Line of the Rhine) to be completed within 4 further days (27 days in all after the signing of the Armistice).

4. Evacuation of bridge-heads and of the neutral zone on the right bank of the Rhine to be completed within 4 further days (31 days in all after the signing of the Armistice).

The Allied and United States Army of Occupation shall enter these various territories after the expiration of the period allowed to the German troops for the evacuation of each of them; consequently the Army will cross Line No. 3 20

Des troupes alliées et des États-Unis pénétreront dans ces différents territoires après l'expiration des délais accordés aux troupes allemandes pour l'évacuation de chacun d'eux.

En conséquence:—le front allemand actuel sera franchi par les troupes alliées à partir du 6e jour qui suivra la signature de l'Armistice.—la ligne No. 1 à partir du 10e jour;—la ligne No. 2 à partir du 16e jour.

II.—*Evacuation des pays du Rhin.*

Cette évacuation se fera également en plusieurs phaser successives:

1°) Evacuation des territoires situés entre la ligne 2, 3—et la ligne 4:—terminée dans un délai de 4 nou veaux jours (19 jours au total après la signature de l'Armistice).

2°) Evacuation des territoires situés entre la ligne 4 et la ligne 5:—terminée dans un délai de 4 nouveaux jours (23 jours au total après la signature de l'Armistice).

3°) Evacuation des territoires situés entre la ligne 5 et la ligne 6 (ligne du Rhin):—terminée dans un délai de 4 nouveaux jours (27 jours au total après la signature de l'Armistice).

4°) Evacuation des têtes de pont et de la zone neutre de la rive droite du Rhin.—Terminée dans un délai de 4 nouveaux jours (31 jours au total après la signature de l'Armistice).

Les troupes d'occupation alliées et des États-Unis pénétreront dans ces différents territoires après l'expiration des délais accordés aux troupes allemandes pour l'évacuation de chacun d'eux. En conséquence: la ligne No. 3 sera

days after the signing of the Armistice. It will cross Line No. 4 as from the 24th day after the signing of the Armistice, Line No. 5 as from the 28th day, Line No. 6 (Rhine) as from the 32nd day for the occupation of the bridge-heads.

III.—*Surrender by the German Army of the war material specified by the Armistice.*

This war material shall be surrendered according to the following conditions: the first half before the 10th day, the second half before the 20th day. This material will be handed over to each of the Allied and United States Armies by each tactical group of the German Army in the proportions which may be fixed by the permanent Armistice Commission.

APPENDIX No. 2.

Conditions with reference to means of communication (railways, waterways, roads, river and sea ports, and telegraphs and telephones).

1. All lines of communication as far as the Rhine, inclusive, or comprised, on the right bank of this river, within the bridge-heads occupied by the Allied Armies will be placed under the supreme authority of the Commander-in-Chief of the Allied Armies, who will have the right to take any measure he may think necessary to assure their occupation and use. All documents relative to communications will be held ready to be handed to him.[1]

franchie par elles à partir du 20e jour qui suivra la signature de l'Armistice; la ligne No. 4 sera franchie par elles à partir du 24e jour qui suivra la signature de l'Armistice; la ligne No. 5 à partir du 28e jour; la ligne No. 6 (Rhin) à partir du 32e jour, pour l'occupation des tetes de pont.

III.—*Livraison par les Armées Allemandes du matériel de Guerre fixé par l'Armistice.*

Ce matériel de guerre devra être livré dans les conditions suivantes: la première moitié avant le 10e jour; la deuxième moitié avant le 20e jour. Ce matériel sera remis à chacune des Armées Alliées et des États-Unis, par chacun des Groupements Tactiques de l'Armée Allemande, dans les proportions qui seront fixées par la Commission Permanente d'Armistice.

NOTE ANNEXE No. 2.

Conditions intéressant les voies de communication (voies ferrées, voies navigables, routes, ports fluviaux et maritimes, télégraphes et téléphones).

1. Toutes les voies de communication situées jusqu'au Rhin inclus ou comprises, sur la rive droite de ce fleuve, a l'intérieur des tetes de pont occupées par les Armées Alliées, seront placés sous l'autorité pleine et entière du Commandant en Chef des Armées Alliées, qui aura le droit de prendre toutes les mesures qu'il jugera nécessaires pour en assurer l'occupation et l'exploitation. Tous les documents relatifs aux voies de communication seront tenus prêts à lui être remis.

[1] Instructions for meeting of representatives of both sides, to arrange for the extended operations of the interallied commission of railways in the field and the interallied commission of navigation in the field, and for the taking over the Belgian railroad, waterway, telephone and telegraph systems were published in the London Times, November 14, 1918, p. 6.

2. All the material and all the civil and military personnel at present employed for the maintenance and working of all lines of communication are to be maintained in their entirety upon these lines in all territories evacuated by the German troops.

All supplementary material necessary for the upkeep of these lines of communication in the districts on the left bank of the Rhine will be supplied by the German Government throughout the duration of the Armistice.

3. *Personnel.*—The French and Belgian personnel belonging to the services of the lines of communication, whether interned or not, are to be returned to the French and Belgian Armies during the 15 days following the signing of the Armistice. The personnel belonging to the organization of the system controlled by the Alsace-Lorraine railways are to be maintained or reinstated in such a way as to ensure the working of the system.

The Commander-in-Chief of the Allied Armies will have the right to make all changes and substitutions that he may desire in the personnel of the lines of communication.

4. *Material*—(*a*) *Rolling Stock.*—The rolling stock handed over to the Allied Armies in the zone comprised between the present front and Line No. 3, not including Alsace-Lorraine, will be of value at least equal to 5,000 locomotives, 150,000 wagons. This surrender will be carried out within the period fixed by Clause 7 of the Armistice, and under conditions the details of which shall be fixed

2. Tout le matériel et tout le personnel civil et militaire utilisés actuellement pour l'entretien et l'exploitation des voies de communication seront maintenus intégralement sur ces voies, dans tous les territoires évacués par les troupes allemandes.

Tout le matériel supplémentaire nécessaire pour l'entretien de ces voies de communication dans les pays de la rive gauche du Rhin, sera fourni par le Gouvernement allemand pendant toute la durée de l'armistice.

3. *Personnel.*—Le personnel français et belge appartenant au service des voies de communication, qu'il soit interne ou non, sera remis aux Armées françaises et belges dans les 15 jours suivant la signature de l'armistice.

Le personnel affecté organiquement au réseau exploité par les chemins de fer d'Alsace-Lorraine sera maintenu ou remis en place de façon à assurer l'exploitation du réseau.

Le Commandant en Chef des Armées Alliées aura le droit de faire dans le personnel des voies de communication toutes les mutations et tous les remplacements qui lui conviendront.

4. *Matériel*—(*a*) *Matériel roulant.*—Le matériel roulant remis aux Armées Alliées dans la zone comprise entre le front actuel et la ligne N° 3 non compris l'Alsace-Lorraine, sera d'une importance au moins égale à: 5,000 locomotives, 150,000 wagons. Cette livraison sera effectuée, dans les délais fixés par la clause 7 de l'Armistice, et dans des conditions de détail à arrêter par la

by the permanent International Armistice Commission.

All this material is to be in good condition and in working order, with all the ordinary spare parts and fittings. It may be employed together with the regular personnel or with any other upon any part of the railway system of the Allied Armies.

The material necessary for the working of the system controlled by the Alsace-Lorraine railways is to be maintained or replaced for the use of the French Army.

The material to be left *in situ* in the territories on the left bank of the Rhine, as well as that on the inside of the bridge-heads, on the other hand, should permit of the normal working of the railways in these districts.

(*b*) The material for signal lines, repair shops, material for signalling, machine tools and tool outfits taken from the workshops and dépôts of the French and Belgian lines are to be replaced under conditions the details of which are to be arranged by the permanent International Armistice Commission.

The Allied Armies are to be supplied with railroad material, rails, incidental fittings, plant, bridge building material and wood necessary for the repair of the lines destroyed beyond the present front.

(*c*) *Combustibles and maintenance material.*—The German Government are to be responsible throughout the duration of the Armistice for the release of combustibles and maintenance material to the dépôts normally working in the territories on the left bank of the Rhine.

Commission d'Armistice Internationale Permanente.

Tout ce matériel sera en bon état d'entretien et de roulement et pourvu de toutes les pièces de rechanges ou agrès usuels. Il pourra être utilisé avec son personnel propre ou tout autre, sur un point quelconque du réseau ferré des Armées Alliées.

Le matériel affecté organiquement au Réseau exploité par les chemins de fer d'Alsace-Lorraine sera maintenu ou remis en place à la disposition de l'Armée Française.

Le matériel à laisser sur place dans les pays de la rive gauche du Rhin ainsi qu'à l'intérieur des têtes de pont d'autre part, devra permettre l'exploitation normale des voies ferrées de ces territoires.

(*b*) *Matériel de voie de signalisation et d'atelier.*—Le matériel de signalisation, les machines-outils et l'outillage prélevés sur les ateliers, les dépôts des réseaux français et belge, seront remis, dans des conditions de détail à arrêter par la Commission d'Armistice Internationale Permanente. Il sera fourni aux Armées Alliées le matériel de voie, rails, petit matériel, appareils, matériel de pont et les bois nécessaires à la remise en état des lignes détruites au delà du front actuel.

(*c*) *Combustible et matière d'entretien.*—Pendant la durée de l'Armistice, les combustibles et matières d'entretien seront libérés par les soins du Gouvernement Allemand aux dépôts normalement affectés à l'exploitation dans les pays de la rive gauche du Rhin.

5. *Telegraphic and Telephonic Communications.*—All telegraphic and telephonic lines, all fixed W. T. stations are to be handed over to the Allied Armies with all the civil and military personnel and all their material, including all stores on the left bank of the Rhine.

Supplementary stores necessary for the upkeep of the line are to be supplied throughout the duration of the Armistice by the German Government as and when required.

The Commander-in-Chief of the Allied Armies will occupy this line in a military sense, and will ensure its control, and will make all changes and substitutions in personnel which he may think necessary.

He will send back to the German Army all the military personnel who are not in his judgment necessary for the working and upkeep of the railway.

All plans of German telegraphic and telephonic lines are to be handed over to the Commander-in-Chief of the Allied Armies.

5. *Communications Télégraphiques et Téléphoniques.*—Toutes les lignes télégraphiques et téléphoniques, tous les postes de T. S. F. fixes seront passés aux Armées Alliées avec tout le personnel civil et militaire et tout leur matériel, y compris tous les approvisionnements constitués sur la rive gauche du Rhin.

Les approvisionnements supplémentaires nécessaires pour l'entretien du réseau devront être fournis, pendant la durée de l'armistice, par le Gouvernement Allemand au fur et à mesure des besoins.

Le Commandant en Chef des Armées Alliées occupera ce réseau militairement, en assurera la direction et fera, dans le personnel, tous les remplacements et mutations qu'il jugera utile.

Il renverra à l'Armée Allemande tout le personnel militaire qu'il n'estimera pas nécessaire pour l'exploitation et l'entretien du réseau.

Tous les plans du réseau télégraphique et téléphonique allemand seront remis au Commandant en Chef des Armées Alliées.

Declaration Made by German Plenipotentiaries on Signing Armistice.

German Government will naturally endeavour with all its power to take care that the duties imposed upon it shall be carried out.

The undersigned Plenipotentiaries recognize that in certain points regard has been paid to their suggestions. They can therefore regard the comments made on November 9th on the conditions of the Armistice with Germany and the answer handed to them

Die deutsche Regierung wird selbstverständlich bestrebt sein, mit allen Kräften für die Durchführung der auferlegten Verpflichtungen Sorge zu tragen.

Die unterzeichneten Bevollmächtigten erkennen an, dass in einigen Punkten auf ihre Anregung hin Entgegenkommen gezeigt worden ist. Sie dürfen daher die am 9. November übergebenen Bemerkungen zu den Bedingungen des Waffenstillstands mit

on November 10th as an essential condition of the whole agreement.

They must, however, allow no doubt to exist on the point that in particular the short time allowed for evacuation as well as the surrender of indispensable means of transport threaten to bring about a state of things which without its being the fault of the German Government and the German people may render impossible the further fulfilment of the conditions.

The undersigned Plenipotentiaries further regard it as their duty with reference to their repeated oral and written declaration once more to point out with all possible emphasis that the carrying out of this agreement must throw the German people into anarchy and famine. According to the declarations which preceded the Armistice, conditions were to be expected which while completely ensuring the military situation of our opponents would have ended the sufferings of women and children who took no part in the war.

The German people, which has held its own for fifty months against a world of enemies, will in spite of any force that may be brought to bear upon it preserve its freedom and unity.

A people of 70 millions suffers but does not die.

(Signed) ERZBERGER,
OBERNDORFF,
WINTERFELDT,
VANSELOW.

Deutschland und die ihnen am 10. November überreichte Antwort als einen integrierenden Bestandteil des Gesamtabkommens ansehn.

Sie dürfen aber keinen Zweifel darüber lassen, dass insbesondere die Kürze der Räumungsfristen sowie die Abgabe unentbehrlicher Transportmittel einen Zustand herbeizuführen drohen, der ohne Verschulden der deutschen Regierung und des deutschen Volkes die weitere Erfüllung der Bedingungen unmöglich machen kann.

Die unterzeichneten Bevollmächtigten erachten es ferner für ihre Pflicht, unter Berufung auf ihre wiederholten mündlichen und schriftlichen Erklärungen noch einmal mit allem Nachdruck darauf hinzuweisen, dass die Durchführung dieses Abkommens das deutsche Volk in Anarchie und Hungersnot stürzen muss. Nach den Kundgebungen, die den Waffenstillstand eingeleitet haben, mussten Bedingungen erwartet werden, die bei voller militärischer Sicherung unserer Gegner die Qualen der am Kampfe Unbeteiligten, der Frauen und Kinder, beendet hätten.

Das deutsche Volk, das 50 Monate lang Stand gehalten hat gegen eine Welt von Feinden, wird ungeachtet jeder Gewalt seine Freiheit und Einheit wahren.

Ein Volk von 70 Millionen leidet, aber es stirbt nicht.

(Gezeichnet:) ERZBERGER,
OBERNDORFF,
WINTERFELDT,
VANSELOW.

TEXT OF CONDITIONS ADDED TO CLAUSES OF ARMISTICE.

11 NOVEMBER, 1918.

The representatives of the Allies declare that owing to further occurrences it seems to them necessary that the following conditions should be added to the clauses of the Armistice:

'In case that the German vessels should not be surrendered within the time indicated the Allies and United States Governments will have the right to occupy Heligoland in order to ensure their surrender.'

(Signed) R. E. WEMYSS,
Admiral.

F. FOCH.

The German delegates state that they will transmit this declaration to the German Chancellor with the recommendation that it shall be accepted, adding the reasons which have given rise to this demand on the part of the Allies.

(Signed) ERZBERGER.
WINTERFELDT.
OBERNDORFF.
VANSELOW.
ROULEAU.

LE 11 NOVEMBRE 1918.

Les Représentants des Alliés déclarent qu'en raison des événements nouveaux il leur paraît nécessaire que la condition suivante soit ajoutée aux clauses de l'Armistice:

'Dans le cas où les bateaux allemands ne seraient pas livrés dans les délais indiqués, les Gouvernements des Alliés et des États-Unis auront le droit d'occuper Héligoland pour en assurer la livraison.'

(Signé) R. E. WEMYSS,
Amiral.

F. FOCH.

Les Délégués allemands déclarent qu'ils feront parvenir cette déclaration au Chancelier allemand avec la recommandation de l'accepter, en l'accompagnant des raisons qui ont motivé cette demande de la part des Alliés.

(Signé) ERZBERGER.
WINTERFELDT.
OBERNDORFF.
VANSELOW.

Convention prolonging the Armistice December 13, 1918.

The undersigned, in virtue of the powers with which they were endowed for the signing of the Armistice of the 11th November, 1918, have concluded the following additional agreement:

1. The duration of the Armistice signed on the 11th November, 1918, has been prolonged for a month—i. e., till 5 a. m. on the 17th January, 1919.

The one month's extension will be further extended until the conclusion of Peace preliminaries,

Les soussignés, munis des pouvoirs en vertu desquels ils ont signé la convention d'armistice du 11 novembre 1918, ont conclu la convention additionnelle suivante:

1° La durée de l'armistice conclu le 11 novembre 1918 est prolongée d'un mois, c'est-à-dire jusqu'au 17 janvier 1919, à 5 heures (cinq heures).

Cette prolongation d'un mois sera étendue jusqu'à la conclusion des préliminaires de paix, sous la

provided this arrangement meets with the approbation of the Allied Governments.

2. The clauses of the Convention (11th November) which have been incompletely fulfilled will be carried out during the period of extension, according to the conditions laid down by the Permanent International Armistice Commission following the orders given by the Allied Generalissimo.

3. The following clause is added to the Convention of the 11th November, 1918:[1]

"From now onwards the Generalissimo reserves to himself the right of occupying (when he deems it advisable), as an additional guarantee, the neutral zone on the right bank of the Rhine, north of the bridge-head of Cologne, and as far as the Dutch frontier.

"Six days' notice will be given by the Generalissimo before the occupation comes into effect."

TREVES, *15th December, 1918.*
(Signed) F. FOCH,
WEMYSS, *Admiral.*
ERZBERGER,
A. OBERNDORFF,
WINTERFELDT,
VANSELOW.

réserve d'approbation des Gouvernements alliés.

2° L'exécution des clauses de la convention du 11 novembre incomplètement réalisées sera poursuivie et achevée pendant la prolongation de l'armistice, dans les conditions de détail fixées par la Commission internationale permanente d'armistice, d'après les instructions du Haut Commandement allié.

3° La clause suivante est ajoutée à la convention du 11 novembre 1918:

"Le Haut Commandement allié "se réserve, dès à présent, d'occu- "per, quand il le jugera con- "venable, à titre de nouvelle "garantie, la zone neutre de la "rive droite du Rhin, au Nord de "la tête de pont de Cologne et "jusqu'à la frontière hollandaise. "Cette occupation fera l'objet "d'un préavis de 6 (six) jours de "la part du Haut Commandements "allié."

TRÈVES, *le 13 décembre 1918.*
Signé: F. FOCH,
WEYMISS, *amiral.*
Signé: ERZBERGER,
A. OBERNDORFF.
WINTERFELDT,
VANSELOW.

[1] This condition was first announced in a note of the Allies, Dec. 12, 1918, in which infractions of 12 articles of the armistice by Germany were listed. These included failure to deliver war material, aircraft, railroad rolling stock, and naval vessels in the time and quantity provided. In connection with the last category the statement read: "Five submarines in Spain, one in Norway, and one in Netherlands ought to be delivered," and "The refusal of the German Government to deliver the vessels condemned by the prize court is considered as contrary to the terms of the armistice." Other infractions were stated to be ill treatment of inhabitants of evacuated territory and neglect of liberated prisoners of war; failure to indicate live mines in evacuated regions; failure to open navigation to the Baltic and removal of securities and gold reserves pledged as a financial guaranty to the allies. Germany replied on the same day asserting her good faith and that such infractions as had occurred were due to physical impossibilities and the upset condition of the country. The allies, however, reasserted the new condition, taking account particularly "of the ill treatment and cruelty inflicted upon allied prisoners as well as the diminution of financial guaranties given by Germany to the allies." (Quoted in Holland News 2:2520 et seq. from Deutsche Allgemeine Zeitung, Dec. 17, 1918.)

FINANCIAL STIPULATIONS.

TREVES, *December 13, 1918.*

1. Engagement for the German Government not to dispose, without previous consent of the Allies, of the bullion of the treasury or of the Reichsbank; of securities or of credits even in foreign countries; as well as of foreign transferable securities belonging to the Government and to the public funds.

Engagement for the German Government not to give, without previous consent of the Allies, any authorization to dispose of the credits or securities above, possessed by individuals or societies.

2. Engagement for the German Government to take, with the accord of the allied governments, all measures expedient for deciding in the briefest delay possible, under what conditions will be restored to their legitimate owners the property lost or stolen in the invaded regions.

3. Obligation for the German Government to pay to the inhabitants of Alsace-Lorraine at their expiration, and conformably to the laws in force, all the debts and all the securities matured or to mature during the period of the armistice and concerning the German public funds, for example: Treasury notes, securities, postal or other checks, clearing-house certificates, acceptances, etc., the above enumeration being enunciative and not limitative.

Obligation for the German Government to offer no special obstacles to the free disposition by

STIPULATIONS FINANCIÈRES.

TRÈVES, *le 13 décembre 1918.*

I. Engagement pour le Gouvernement allemand de ne pas disposer, sans accord préalable avec les Alliés, de l'encaisse métallique du Trésor ou de la Reischbank, des effets ou des avoirs sur ou à l'etranger ainsi que des valeurs mobilières étrangères appartenant au Gouvernement et aux Caisses publiques.

Engagement pour le Gouvernement allemand de ne donner, sans accord préalable avec les Alliés, aucune autorisation de sortie pour les avoirs ou les valeurs ci-dessus possédés par des particuliers ou des sociétés.

II. Engagement pour le Gouvernment allemand de prendre, d'accord avec les Gouvernements alliés, toutes dispositions utiles pour décider, dans le plus bref délai possible, dans quelles conditions seront restitués à leurs propriétaires légitimes les titres perdus ou volés dans les régions envahies.

III. Obligation pour le Gouvernement allemand de payer aux Alsaciens-Lorrains à leurs échéances, et conformément aux lois en vigueur, toutes les dettes ou tous les effets échus ou à échoir pendant la durée de l'armistice et concernant des Caisses publiques allemandes, par exemple: les Bons du Trésor, les effets, chèques postaux ou autres, les virements, acceptations, etc., ladite énumération étant énonciative et non limitative.

Obligation pour le Gouvernement allemand de n'apporter aucune entrave spéciale à la libre

the inhabitants of Alsace-Lorraine of properties, securities, titles, deposits belonging to them and situated in Germany.

4. Engagement for the German Government to examine, with the accord of the allied governments, measures to take for the restitution in the shortest time possible, of goods sequestered to the prejudice of allied nationals.

Signed:
For France:
CH. DE LASTEYRIE,
P. TIRARD.
For Germany:
BUSING,
RATSEN.

disposition par les Alsaciens-Lorrains des propriétés, valeurs, titres, dépôts leur appartenant et situés en Allemagne.

IV. Engagement pour le Gouvernement allemand d'examiner, d'accord avec les Gouvernements alliés, les mesures à prendre pour la restitution, dans le plus bref délai possible, des biens séquestrés au préjudice des nationaux alliés.

Ont signé:
Pour la France:
MM. CH. DE LASTEYRIE,
P. TIRARD.
Pour l'Allemagne:
MM. BUSING,
RATSEN.

Convention prolonging the Armistice, January 16, 1919.

The undersigned Plenipotentiaries (Admiral Browning taking the place of Admiral Wemyss), vested with the powers in virtue of which the Armistice Agreement of 11th November, 1918, was signed have concluded the following supplementary agreement:

1. The Armistice of the 11th November, 1918, which was prolonged until the 17th January, 1919, by the Agreement of the 13th December, 1918, shall be again prolonged for one month, that is to say, until the 17th February, 1919, at 5 a. m.

This prolongation of one month shall be extended until the conclusion of the Peace preliminaries, subject to the approval of the Allied Governments.

2. The execution of those clauses of the Agreement of the 11th November which have not been entirely carried out shall be proceeded with and completed

Les Plénipotentiaires soussignés, l'Amiral Weymiss étant remplacé par l'Amiral Browning, munis des pouvoirs en vertu desquels a été signée la Convention d'armistice du 11 novembre 1918, ont conclu la Convention additionnelle suivante:

I. L'Armistice du 11 novembre 1918, prolongé jusqu'au 17 janvier 1919 par la Convention du 13 décembre 1918, est prolongé à nouveau de un mois, c'est-à-dire jusqu'au 17 février 1919, à 5 heures (cinq heures).

Cette prolongation de un mois sera étendue jusqu'à la conclusion des Préliminaires de Paix, sous la réserve d'approbation des Gouvernements alliés.

II. L'exécution des clauses de la Convention du 11 novembre incomplètement réalisées sera pour suivie et achevée pendant la prolongation de l'Armistice, dans

during the prolongation of the Armistice, in accordance with the detailed conditions fixed by the Permanent International Armistice Commission on the instructions of the Allied High Command.

3. In substitution of the supplementary railway material specified by tables 1 and 2 of the Spa Protocol of 17th December (i. e., 500 locomotives and 19,000 wagons, the German Government shall supply the following agricultural machinery and instruments)—

400 two-engined steam plow outfits, complete, with suitable plows.
6,500 drills.
6,500 manure distributors.
6,500 plows.
6,500 Brabant plows.
12,500 harrows.
6,500 scarifiers,
2,500 steel rollers,
2,500 Croskill rollers,
2,500 mowing machines,
2,500 hay-making machines,
3,000 reapers and binders,

or equivalent implements, according to the scale of interchangeability of various kinds of implements considered permissible by the Permanent International Armistice Commission. All this material, which shall be either new, or in very good condition, shall be delivered together with all accessories belonging to each implement, and with the spare parts required for 18 months' use.

The German Armistice Commission shall, between the present date and the 23d January, supply the Allied Armistice Commission with a list of the material that can

les conditions de détail fixées par la Commission Internationale Permanente d'Armistice, d'après les instructions du Haut Commandement allié.

III. Le Gouvernement allemand fournira en remplacement du matériel de chemins de fer supplémentaire de 500 locomotives et 19,000 wagons fixés en application des tableaux annexes 1 et 2 du Protocole de Spa du 17 décembre, les machines et instruments agricoles suivants:

400 groupes de labourage à vapeur complets à doubles machines avec charrues appropriées,
6,500 semoirs,
6,500 distributeurs d'engrais,
6,500 charrues,
6,500 charrues Brabant,
12,500 herses,
6,500 scarificateurs,
2,500 rouleaux acier,
2,500 rouleaux Croskill,
2,500 faucheuses,
2,500 faneuses,
3,000 moissonneuses-lieuses,

ou les appareils équivalents avec interchangeabilité admise entre les différentes catégories d'appareils après examen fait par la Commission Internationale Permanente d'Armistice. Ce matériel, neuf ou en très bon état, doit être muni des accessoires propres à chaque instrument et des lots de rechanges nécessaires à un service de dix-huit mois.

La Commission allemande d'Armistice fournira d'ici au 23 janvier à la Commission alliée d'Armistice la liste de ce qui peut être livré jusqu'au 1er mars et qui doit être,

be delivered by the 1st March, which must, in principle, constitute not less than one-third of the total quantity. The International Armistice Commission shall between now and the 23d January, fix the latest dates of delivery, which shall, in principle not extend beyond the 1st June.

4. The officers in Germany delegated by the Allied and Associated Powers to organize the evacuation of the prisoners of war belonging to the armies of the Entente, together with representatives of the Relief Association of the United States, France, Great Britain and Italy, shall form a Commission charged with the care of Russian prisoners of war in Germany.

This Commission, the headquarters of which shall be in Berlin, shall be empowered to deal with the German Government direct, upon instructions from the Allied Governments, regarding all questions relating to Russian prisoners of war.

The German Government shall accord the Commission all traveling facilities necessary for the purpose of investigating the housing conditions and food supply of such prisoners.

The Allied Governments reserve the right to arrange for the repatriation of Russian prisoners of war to any region which they may consider most suitable.

5. *Naval clauses.*—Article XXII of the Armistice Agreement of the 11th November, 1918, shall be supplemented as follows:

"In order to insure the execution of such clause, the German authorities shall be bound to carry out the following conditions:

en principe, égal au tiers de la totalité. La Commission Internationale d'Armistice fixera d'ici au 23 janvier les délais de livraison ultérieurs et qui doivent, en principe, ne pas s'étendre au delà du 1er juin.

IV. Les officiers délégués en Allemagne par les Puissances alliées et associées, pour régler l'évacuation des prisonniers de guerre des Armées de l'Entente, assistés de Représentants des Sociétés de Secours des Etats-Unis, de la France, de la Grande-Bretagne et de l'Italie, constitueront une Commission chargée du contrôle des prisonniers de guerre russes en Allemagne.

Cette Commission, dont le siège sera à Berlin, aura qualité pour traiter directement avec le Gouvernement allemand, d'après les instructions des Gouvernements alliés, toutes les questions relatives aux prisonniers de guerre russes.

Elle recevra du Gouvernement allemand toutes les facilités de circulation nécessaires pour contrôler les conditions d'existence et d'alimentation de ces prisonniers.

Les Gouvernements alliés se réservent le droit de régler le rapatriement des prisonniers de guerre russes sur telle ou telle région qui leur paraîtra le plus convenable.

V. *Clauses navales.*—L'article XXII de la Convention d'armistice du 11 novembre 1918 est complété ainsi qu'il suit:

"Afin d'assurer l'exécution de cette clause, ce qui suit devra être exigé des autorités allemandes:

"All submarines capable of putting to sea, or of being towed, shall be handed over immediately and shall make for Allied ports. Such vessels shall include submarine cruisers, mine layers, relief ships, and submarine docks. All submarines which can not be surrendered shall be completely destroyed or dismantled, under the supervision of the Allied Commissioners."

"The construction of submarines shall cease immediately and submarines actually under construction shall be destroyed or dismantled under the supervision of the allied commissioners."

Article XXIII of the Armistice Agreement of the 11th November, 1918, shall be supplemented as follows:

"In order to insure the execution of such clause, the German Commission shall furnish the Inter-Allied Naval Armistice Commission with a complete list of all surface vessels constructed or in course of construction (launched or on the stocks), specifying probable dates of completion."

Article XXX of the Armistice Agreement of 11th November, 1918, shall be supplemented as follows:

"In order to insure the execution of such clause, the Allied High Command informs the German High Command that all possible measures must be taken immediately for delivery, in Allied ports, of all Allied merchantmen still detained in German ports."

6. *Restitution of Material carried off from Belgian and French*

"Tous les sous-marins qui peuvent prendre la mer ou être remorqués doivent être livrés immédiatement et faire route pour les ports alliés. Ces navires doivent comprendre les croiseurs sous-marins, les mouilleurs de mines, les navires de relevage et les docks pour sous-marins. Les sous-marins qui ne peuvent pas être livrés devront être complètement détruits, ou démontés sous la surveillance des Commissaires des Alliés.

"La construction des sous-marins doit cesser immédiatement et les sous-marins actuellement en construction doivent être détruits ou démontés sous la surveillance des Commissaires des Alliés."

L'article XXIII de la Convention d'Armistice du 11 novembre 1918 est complété ainsi qu'il suit: "Afin d'assurer l'exécution de cette clause, la Commission allemande devra fournir à la Commission navale interalliée d'Armistice une liste complète de tous les navires de surface, construits et en construction (déjà lancés ou sur cale), donnant les dates d'achèvement prévues."

L'article XXX de la Convention d'Armistice du 11 novembre 1918 est complété ainsi qu'il suit:

"Afin d'assurer l'exécution de cette clause, le Haut Commandement allié prévient le Haut Commandement allemand qu'il doit prendre immédiatement toutes les dispositions possibles pour livrer dans les ports alliés les navires de commerce alliés qui sont encore dans les ports allemands."

VI. *Restitution du matériel enevé dans les territoires belge et fran-*

Territories.—As restitution of material carried off from French and Belgian territory is indispensable for setting factories once more into working order, the following measures shall be carried out, viz:

(*a*) All machinery, machinery parts, industrial or agricultural plant, accessories of all kinds and, generally, all industrial or agricultural articles carried off by German military or civilian authorities or individuals, under any pretext whatever, from territories formerly occupied by the German armies on the Western front shall be placed at the disposal of the Allies for the purpose of being returned to their places of origin, should the French and Belgian Governments so desire.

These articles shall be returned without further alteration and undamaged.

(*b*) In view of such restitution, the German Government shall immediately furnish the Armistice Commission with all official or private accounts, agreements for sale or hire, or correspondence relating to such articles, together with all necessary declarations or information regarding their existence, origin, adaptation, present condition and locality.

(*c*) The delegates of the French or Belgian Government shall cause inventories or examinations of such articles to be made on the spot in Germany, should they think fit.

(*d*) The return of such articles shall be effected in accordance

çais.—1. La restitution du matériel enlevé dans les territoires français et belge étant indispensable à la remise en marche des usines, les mesures suivantes seront exécutées:

2. Les machines, pièces de machines, objets d'outillage industriel ou agricole, accessoires divers de toute nature, et, d'une manière générale, tout objet industriel ou agricole, enlevés des territoires qu'avaient occupés les Armées allemandes sur le front occidental, sous quelque prétexte que ce soit, par autorité militaire ou civile allemande, ou par de simples particuliers allemands, seront tenus à la disposition des Alliés pour être réexpédiés à leurs lieux d'origine si les Gouvernements français et belge le désirent.

Ces objets ne subiront aucune nouvelle modification, ni aucune dégradation.

3. Pour préparer cette restitution, le Gouvernement allemand fera parvenir d'urgence à la Commission d'Armistice toutes les comptabilités officielles ou particulières relatives à ces objets, tous contrats de vente, location ou autres, toutes correspondances s'y rapportant, toutes déclarations et toutes indications utiles sur leur existence, l'origine, la transformation, l'état actuel et le lieu de dépôt de ces objets.

4. Les Délégués des Gouvernements français ou belge feront procéder en Allemagne aux reconnaissances et examens sur place des objets signalés, si cela leur paraît utile.

5. La réexpédition s'effectuera suivant les instructions particu-

with special instructions to be given as required by the French or Belgian authorities.

(*e*) With a view to immediate restitution, declarations shall more particularly be made of all stocks of driving belts, electric motors and parts thereof, or plant removed from France or Belgium and existing in depot parks, railways, ships, and factories.

(*f*) The furnishing of the particulars referred to in Articles 3 and 6 hereof shall commence within 8 clear days from the 20th January, 1919, and shall be completed in principle before the 1st April, 1919.

7. As a further guarantee, the Supreme Allied Command reserves to itself the right to occupy, whenever it shall consider this desirable, the sector of the fortress of Strassburg formed by the fortifications on the right bank of the Rhine, with a strip of territory extending from 5 to 10 kilometers in front of such fortifications, within the boundaries defined on the map appended hereto.

The Supreme Allied Command shall give 6 days' notice prior to such occupation, which shall not be preceded by any destructions of material or buildings.

The limits of the neutral zone will, therefore, be advanced by 10 kilometers.

8. In order to secure the provisioning of Germany and of the rest of Europe, the German Government shall take all necessary steps to place the German fleet, for the duration of the Armistice, under the control and the flags of the

lières qui seront données par les Autorités françaises ou belges, suivant ce qu'elles décideront.

6. En particulier, seront déclarés, en vue d'une restitution immédiate, les dépôts de toute nature sur parcs, sur fer, sur bateaux ou dans les usines, de courroies de transmission, moteurs électriques ou pièces de moteurs et objets d'appareillage, etc., enlevés de France et de Belgique.

7. Les renseignements donnés aux paragraphes 3 et 6 devront commencer à parvenir dans un délai de huit jours francs, à dater du 20 janvier 1919, et devront être entièrement fournis, en principe avant le 1er avril 1919.

VII. Le Haut Commandement allié se réserve dès à présent d'occuper, quand il le jugera convenable, à titre de nouvelle garantie, le secteur de la Place de Strasbourg, constitué par les forts de la rive droite du Rhin avec une bande de terrain de 5 à 10 kilomètres en avant de ces forts, la lamite d'occupation étant indiquée sur la carte ci-jointe.

Cette occupation fera l'objet d'un préavis de SIX JOURS de la part du Haut Commandement alliè. Elle ne devra être précédée d'aucune destruction de matériel ou locaux.

Le tracé de la zone neutre de 10 kilomètres sera, en consèquence, reporté en avant.

VIII. Pour assurer le ravitaillement en vivres de l'Allemagne et du reste de l'Europe, le Gouvernement allemand prendra toutes les mesures nécessaires pour mettre pendant la durée de l'Armistice oute la flotte de comme rce alle-

Allied Powers and the United States, who shall be assisted by a German delegate.

This arrangement shall in no wise affect the final disposal of such vessels. The Allies and the United States shall, if they consider this necessary, replace the crews either entirely or in part, and the officers and crews so replaced shall be repatriated to Germany.

Suitable compensation, to be fixed by the Allied Governments, shall be made for the use of such vessels.

All questions of details, as also any exceptions to be made in the case of certain types of vessel, shall be settled by a special agreement to be concluded immediately.

TREVES, *16th January, 1919.*

(Signed)
FOCH,
BROWNING,
ERZBERGER,
OBERHOFF,
VON WINTERFELDT,
VANSELOW.

mende sous le contrôle et sous pavillon des Puissances alliées et des États-Unis assistées d'un Délégué allemand.

Cet accord ne préjuge en rien de la disposition finale de ces navires. Les Alliés et les États-Unis pourront effectuer, s'ils le jugent nécessaire, le remplacement partiel ou total des équipages. Les officiers et équipages qui seront ainsi renvoyés seront rapatriés en Allemagne.

Pour l'utilisation de ces navires, il sera attribué une rémunération appropriée qui sera fixée par les Gouvernements alliés.

Tous les détails, ainsi que les exceptions à déterminer pour les diverses catégories de navires, seront réglés par une Convention spéciale qui devra être conclue immédiatement.

TRÉVES, *le 16 janvier 1919.*

Signé: FOCH.
BROWNING.
Signé: ERZBERGER.
OBERNDORFF.
VON WINTERFELDT.
VANSELOW.

Convention prolonging the Armistice, February 16, 1919.

The undersigned Plenipotentiaries, possessed of the powers in virtue of which the Armistice Agreement of 11th November, 1918, was signed, have concluded the following additional agreement:

Admiral Wemyss being replaced by Admiral Browning, General v. Winterfeldt by General v. Hammerstein, and the Minister Plenipotentiary Count v.

Les Plénipotentiaires soussignés—l'Amiral Weymiss, étant remplacé par l'Amiral Browning; le Général Major von Winterfeldt, étant remplacé par le Général Major von Hammerstein, et le Ministre plénipotentiaire Comte von Oberndorff par le Ministre plénipotentiaire von Haniel—munis des pouvoirs en vertu desquels a été signée la Convention d'armistice du 11 novembre, 1918, ont

Oberndorff by the Minister Plenipotentiary v. Haniel.

I. The Germans are to cease all hostilities against the Poles at once, whether in the district of Posen or any other district. With this end in view, they are forbidden to allow their troops to cross the following line: The old frontier between East and West Prussia and Russia as far as Louisenfelde, from thence the line west of Louisenfelde, west of Gr. Neudorff, south of Brzoza, north of Schubin, north of Exin, south of Sanotschin, south of Chodziesen, north of Czarnikau, west of Miala, west of Birnbaum, west of Bensschen, west of Wollestein, north of Lissa, north of Rawitsch, south of Krotoschin, west of Adelnau, west of Schildberg, north of Doruchow, to the Silesian frontier.

II. The armistice of 11th November, prolonged by the Agreements of 13th December, 1918, and 16th January, 1919, until 17th February, 1919, is further prolonged for a short period, the date of expiry not being given, the Allied Powers and those associated with them reserving to themselves the right to terminate the period at 3 days' notice.

III. The carrying out of those clauses of the Agreement of 11th November, 1918, and of the additional Agreements of 13th December, 1918, and 16th January, 1919, the terms of which have not yet been fully carried into effect, will be continued and completed during the prolongation of their Armistice, according to

conclu la Convention additionnelle suivante:

I. Les Allemands devront renoncer immédiatement à toutes opérations offensives contre les Polonais dans la région de Posen ou dans toute autre région.—Dans ce but, il leur est interdit de faire franchir par leurs troupes la ligne:

Ancienne frontière de la Prusse orientale et de la Prusse occidentale avec la Russie, jusqu'à Luisenfelde—puis, à partir de ce point, la ligne O. de Luisenfelde, O. de Gr. Neudorff, S. de Brzoze, N. de Schubin, N. de Exin, S. de Samoczin, S. de Chodziensen, N. de Czarnikow, O. de Mialla, O. de Birnbaum, O. de Bentschen, O. de Wollstein, N. de Lissa, N. de Rawicz, S. de Krotoszyn, O. de Adelnau, O. de Shildberg, N. de Vieruchov, puis la frontière de Silésie.

(Ligne verte de la carte jointe.)

II. L'Armistice du 11 novembre prolongé par les Conventions des 13 décembre 1918 et 16 janvier 1919, jusqu'au 17 février 1919, est prolongé à nouveau pour une période courte, sans date d'expiration, à laquelle les Puissances alliées et associées se réservent le droit de mettre fin sur un préavis de trois jours.

III. L'exécution des clauses de la Convention du 11 novembre 1918 et des Conventions additionnelles des 13 décembre 1918 et 16 janvier 1919, incomplètement réalisées, sera poursuivie et achevée pendant la prolongation de l'Armistice dans les conditions de détail fixées par la Commission permanente d'Armistice, d'après

detailed arrangements made by the Permanent Armistice Commission, acting on instructions issued by the Supreme Allied Command.

TREVES, *16th February, 1919.*

(Signed) FOCH,
BROWNING,
ERZBERGER,
FREIHERR V. HAMMERSTEIN,
VON HANIEL,
VANSELOW.

les instructions du Haut Commandement allié.

TRÈVES, *le 16 février 1919.*

(Signé)
FOCH.
BROWNING.
(Signé)
ERZBERGER.
FREIHERR VON HAMMERSTEIN.
VON HANIEL.
VANSELOW.

GREAT BRITAIN.

WAR MEASURES.

Proclamation relating to use of radio telegraphy on vessels in territorial waters, August 1, 1914.

[London Gazette, Aug. 2, 1914, pp. 6047, 6068.]

General Post Office.

In pursuance of regulation 5 of the Wireless Telegraph (Foreign Ships) Regulations, 1908,[1] I, the right honourable Charles Edward Henry Hobhouse, His Majesty's postmaster general, do hereby give notice that in the opinion of the right honourable Reginald McKenna, one of His Majesty's principal secretaries of state, an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and that the use of wireless telegraphy on board foreign ships whilst in the territorial waters of the British Isles will be subject to such rules[2] as may be made by the Admiralty.

Dated the first day of August, 1914.

[1] Statutory Rules and Orders, 1908, p. 961.

[2] Admiralty, S. W., 3d August, 1914. With reference to the notification published by the postmaster general on the 2d instant, the following regulations have been made by the lords commissioners of the admiralty prohibiting the use of wireless telegraphy by merchant vessels in the territorial waters of the United Kingdom and Channel Islands:

1. The use of wireless telegraphy is prohibited in the harbours and territorial waters of the United Kingdom and Channel Islands.

2. On entering any port or harbor or on directions being given to that effect by any naval, military, examination service, customs or police officer, the aerial wire or antenna is to be at once lowered, disconnected from its halliards, and from the operating room, and is not to be rehoisted while the ship remains in British territorial waters.

3. Any breach of these regulations renders the masters of offending ships liable to penalties and to the confiscation of the wireless apparatus of their ships.

NOTE.—These regulations do not apply to ships owned (not chartered) by the Admiralty, whether they fly the blue or the red ensign.

By command of their lordships.

W. GRAHAM GREENE.

(London Gazette, Aug. 4, 1914, p. 6071.)

An act to restrict the transfer of British ships to persons not qualified to own British ships, March 16, 1915.

[5 Geo. 5, c. 21.]

Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. A transfer made after the 12th day of February, 1915, of a British ship registered in the United Kingdom, or a share therein, to a person not qualified to own a British ship, shall not have any effect unless the transfer is approved by the board of trade on behalf of His Majesty, and any person who makes, or purports to make, such a transfer after the commencement of this act without that approval shall, in respect of each offense, be guilty of a misdemeanor.

2. This act shall apply to British ships registered at foreign ports of registry [1] and to British ships registered in any British possession other than those mentioned in the schedule to this act as it applies to British ships registered in the United Kingdom.

3. (1) This act may be cited as the British ships (transfer restriction) act, 1915, and shall be read as one with the merchant shipping acts, 1894–1914.

(2) This act shall have effect only during the continuance of the present war.

SCHEDULE.

British India.
The Dominion of Canada.[2]
The Commonwealth of Australia (including Papau and Norfolk Island).
The Dominion of New Zealand.
The Union of South Africa.
Newfoundland.

Notice relating to visit and search, April 22, 1916.[3]

[Shanghai Times, Apr. 24, 1916.]

NOTICE TO MARINERS, No. 618—CHINA SEA.

British Government notification concerning the exercise by British warships of the right of visit and search of merchant vessels.

Under instructions from the Chinese Government, the following extract from a communication from the British Government to the

[1] Foreign ports of registry are constituted by Order in Council under sec. 88 of the merchant shipping act, 1894 (57 and 58 Vict., c. 60). On Apr. 30, 1915, there were three such ports, Old Calabar (Nigeria), (Statutory Rules and Order, 1913, No. 897); Shanghai (China), (Ibid., 1904, No. 1370); Tulagi (Solomon Islands) (Ibid., 1912, No. 1862. Larnaca (Cyprus), (Ibid., 1913, No. 896) was a foreign port of registry until annexation of Cyprus, Nov. 5, 1914 (Manual of Emergency Legislation, Supplement No. 2, p. 76).

[2] An order of the Governor General of Canada in council under the (Federal) war measures act, 1914, provides that a transfer made after Mar. 9, 1915, of a British ship registered in Canada, or of a share therein, to a person not qualified to own a British ship, shall not have any effect unless the transfer is approved by the minister of marine and fisheries on behalf of His Majesty, and imposes a penalty of $5,000 or imprisonment not exceeding five years, or both fine and imprisonment on transfers in violation of such provision.

[3] See Admiralty Notice to Mariners, No. 319 of 1916, March 23, 1916.

Chinese Government, dealing with the procedure of British warships in exercising the right of visit and search of merchant vessels, is made public:

When it is the intention of the commander of a warship to send an officer on board a merchant ship by day the following procedure will be adopted: A large red pennant will be hoisted by the warship exercising the right of visit and search. The hoisting of this pennant will be accompanied by the firing of a rocket. This will signify that the merchant ship is to close the boat lowered by the warship, whether the warship remains near the boat or not. The procedure to be followed by night will be the same as that by day, except that two red Verys lights will be the signal for the merchant ship to close the boat, which, where possible, will be illuminated by a searchlight. When the weather precludes boarding, the ship of war will fire two green Verys lights, which will be the signal for the merchant ship to lie-to till daylight.

The new arrangements will come into force immediately and will not be confined to any particular geographical area. Pending the lapse of a reasonable time for the new signals to become generally known, His Majesty's ships will communicate with merchant ships in the usual code in cases where it is found that the meaning of the signals is not understood.

The communication further states that any orders or signals to a merchant vessel should, for stated reasons of an urgent character, be implicitly and instantly obeyed; and that disregard of such orders will necessarily excite suspicion and may lead to the vessel being fired on.

By order of the inspector general of customs.

W. FERD. TYLER,
Coast Inspector.

THE MARITIME CUSTOMS,
Coast Inspector's Office, Shanghai, April 22, 1916.

An act to amend and extend the British ships (transfer) restriction act, 1915, August 23, 1916.

[6 and 7 Geo. 5, c. 42.]

Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. (1) The British ships (transfer restriction) act, 1915 (in this act referred to as the principal act), is hereby extended so as to apply to mortgages (including transfers of mortgages) of ships made after the 10th day of August, 1916, as it applies to transfers of ships, and shall apply to mortgages (including transfers of mortgages) and transfers of ships to foreign controlled companies made after the 10th day of August, 1916, as it applies to transfers of ships to persons not qualified to own a British ship.

(2) The expression "foreign-controlled company" means any corporation—

(*a*) Where the majority of the directors, or persons occupying the position of directors by whatever name called, are not British subjects; or

(*b*) Where the majority of the voting power is in the hands of persons who are not British subjects, or who exercise their voting powers

directly or indirectly on behalf of persons who are not British subjects; or

(*c*) Where the control is by any other means whatever in the hands of persons who are not British subjects; or

(*d*) Where the executive is a foreign-controlled company, or where the majority of the executive are appointed by a foreign-controlled company.

A corporation shall not be deemed to be a British subject for the purposes of this section unless it is established in and subject to the laws of some part of His Majesty's dominions or of some British protectorate, and has its principal place of business therein.

(3) The board of trade may require any person who is the owner or mortgagee of a British ship, or who applies to be registered as the owner or mortgagee of a British ship, to furnish to the board such particulars as appear necessary to the board for the purpose of ascertaining whether or not that person is, or is a trustee for, or otherwise represents, a foreign-controlled company, and, in the case of a corporation, may also require the secretary, or any other officer of the corporation performing the duties of secretary to furnish these particulars.

If any person fails to supply such particulars as it is in his power to give when required, or furnishes particulars which are false in any material particular, he shall be guilty of a misdemeanor.

2. Where, after the passing of this act, any person who is the owner or mortgagee of a British ship ceases to be a British subject, or becomes a foreign-controlled company, that ship, or, in the case of a mortgagee of a ship, the interest of the mortgagee, shall be subject to forfeiture under Part I of the merchant shipping act, 1894.

3. (1) In this act, unless the context otherwise requires any reference to a ship shall include a reference to a share of a ship.

(2) The principal act and this act shall have effect during the continuance of the present war and a period of three years thereafter, and subsection (2) of section 3 of the principal act is hereby extended accordingly.

(3) This act may be cited as the British ships (transfer restriction) act, 1916, and shall be read as one with the principal act, and the principal act and this act may be cited together as the British ships (transfer restriction) act. 1915 and 1916.

Statement of foreign office—Threat of reprisals for destruction of hospital ships, January 31, 1917.

The foreign office has issued the following statement:

The German Government announce that "they have conclusive proof that in several instances enemy hospital ships have often been misused for the transport of munitions and troops." [1]

[1] These allegations were contained in a note to the British Government through the American Embassy, Jan. 28, 1917, which "stated that after a reasonable elapse of time all enemy hospital ships found within a certain stated maritime zone would be regarded as belligerent." In a note of Oct. 5, 1917, the British Government denied the accusations. (British Parliamentary Papers, Miscellaneous No. 16 (1917).)

They also state that they have placed these proofs, through diplomatic channels, before the British and French Governments, and have, at the same time, declared that traffic of hospital ships on the military routes for the forces fighting in France and Belgium within a line drawn between Flamborough Head and Terschelling on the one hand and from Ushant to Land's End on the other, will no longer be tolerated.

His Majesty's Government have received no such communication through diplomatic channels, or otherwise, from the German Government, as is alleged, and they most emphatically deny that British hospital ships have been used for the transport of munitions and troops, or in any way contrary to The Hague Convention for the adaptation of the principles of the Geneva Convention to maritime war.

Under the convention belligerents have the right to search hospital ships, and the German Government have therefore an obvious remedy in case of suspicion—a remedy which they have never utilized.

From the German Government's statement that hospital ships will no longer be tolerated within the limits mentioned, only one conclusion can be drawn—namely, that it is the intention of the German Government to add yet other and more unspeakable crimes against law and humanity to the long list which disgraces their record.

In these circumstances His Majesty's Government have requested the United States Government to inform the German Government that His Majesty's Government have decided that if the threat is carried out reprisals will immediately be taken by the British authorities concerned.

Statement of Admiralty with reference to destruction of hospital ships, April 23, 1917.[1]

[London Times, Apr. 23, 1917, p. 10, *b*.]

The Secretary of the Admiralty makes the following announcement:

On the evening of April 17 the steamships *Donegal* and *Lanfranc*, while transporting wounded to British ports were torpedoed without warning.

[1] Note of International Red Cross Committee, Geneva, Switzerland, to German Government, April 22, 1917:

The International Committee, whose right and duty it is to enforce respect for the principles of the Red Cross and the Geneva Convention by reporting violations of them, draws the very serious attention of the German Government to the responsibility which it would assume toward the civilized world by persisting in a resolution which is in contradiction to the humanitarian conventions which it has pledged itself solemnly to respect.

In torpedoing hospital ships it is not attacking combatants, but defenseless beings, wounded or mutilated in war, and women who are devoting themselves to the work of relief and charity. Every hospital ship is provided with the external signs prescribed by international convention, the use of which has been regularly notified to belligerents. The latter may, according to The Hague Convention, exercise the right of search, but have in no case any right to sink a ship and expose to death the hospital staff and wounded.

The *Asturias* appears to have been torpedoed without any care having been taken to ascertain her character or her destination.

Even if the correctness of the facts were admitted upon which Germany bases justification of her order, the International Committee considers that nothing can excuse the torpedoing of a hospital ship, and expresses the hope that such an order, contrary to international conventions, will cease to be carried out. (London Times, Apr. 24, 1917 p. 6, *c*.)

Owing to the German practice of sinking hospital ships at sight and to the fact that distinctive markings and lighting of such vessels render them more conspicuous targets for German submarines, it has become no longer possible to distinguish our hospital ships in the customary manner. One of these two ships, therefore, though carrying wounded, was not in any way outwardly distinguished as a hospital ship. The distinctive markings of the other had not yet been removed. Both were provided with an escort for protection.

The *Donegal* carried slightly wounded cases, all British. Of these 29 men, as well as 12 of the crew, are missing and are presumed to have been drowned.

The *Lanfranc*, in addition to 234 wounded British officers and men, carried 167 wounded German prisoners, a medical personnel of 52, and a crew of 123.

Of these the following are missing and are presumed to have been drowned:

Two wounded British officers.

Eleven wounded British, other ranks.

One Royal Army Medical Corps Staff.

Five crew.

Two wounded German officers.

Thirteen wounded Germans, other ranks.

One hundred and fifty-two German prisoners were rescued by British patrol vessels at the imminent risk of being themselves torpedoed.

The next of kin are being informed in all cases of loss of life.

TRADE RESTRICTIONS.

Official Report on the Administration of the Blockade, 1918.

[The War Cabinet, Report for the year 1917, p. 21.]

THE BLOCKADE.

One of the most important weapons in the hands of the Allies is that of the blockade[1] supplemented by the policy of the Statutory List.[2] The chief object of the Statutory List is to avoid the anomaly of permitting trade between British subjects and firms "of enemy nationality or association," who were in many instances actively working against us by propaganda, supplying enemy vessels, or inciting to sabotage, and by withholding British goods and facilities of all kinds from such firms to shake their financial position or even force them into liquidation.

The policy has been amplified in many directions since its inception, but principally in two, viz:

1. The withholding of financial facilities from listed firms has led to the development of the financial blockade, which is now administered by a distinct section of the Ministry of Blockade.

[1] Orders in Council authorizing retaliatory measures against German Trade, Mar. 11 1915, Jan. 10, 1917, Feb. 16, 1917, Naval War College, International Law Documents, 1917, p. 138 et seq.

[2] Trading with the Enemy (Extension of Powers) Act, 1915, 5 and 6, Geo. 5, c. 98, N. W. C., 1917, p. 158. The Blacklist with frequent modifications is printed in the London Gazette from time to time.

2. The significance of the term "facilities" has been largely amplified and a measure which was originally intended to entail the cutting off the listed firms from direct relations with the United Kingdom and the Dominions only has been extended into an attempt to impose an almost complete embargo on their trade.

The chief method by which this amplification of the policy has been effected has been the conclusion of a series of agreements with neutral shipping companies by which the companies have undertaken to respect the Statutory List in the same way as British companies. The weapon in the background during such negotiations has been the British control of bunker facilities and the powers wielded by the Inter-Allied Chartering Committee.

A very considerable amount of success can fairly be claimed for the policy. In the Far East, where, owing to our ex-territorial jurisdiction, the attack on enemy firms was begun some six months prior to the passage of the Extension of Powers Act,[1] the German commercial establishments have been almost completely destroyed, and recent events will probably make it possible to complete the work.

In South America, thanks largely to our agreements with American shipping companies, the financial stability of enemy firms in South America has been very generally shaken, and, in some cases, an enemy firm, such as Brauss, Mahn & Co., at one time agents for the German Government in the Argentine, have been forced into liquidation. In other instances, firms containing certain, but not a predominant, enemy interest have been obliged to eliminate this interest. One example is that of the Sociedad Exportadora, of Paraguay, which now carries on as a genuine neutral firm a large business in hides with the Allied Governments.

In Europe the policy has perforce been so wholly merged in the general policy of the blockade that it is more difficult to estimate its results as an independent measure. But in Spain, for which country the task of estimating results is easier than for those contiguous to Germany, the policy has worked admirably, and it is considered to have gone far to counteract the more insidious methods of German propaganda.

In all countries the moral effect of the list has been very pronounced, and a definite stigma is attached to the inclusion in the list, an effect which has naturally been accentuated with the growing dislike of the world in general for German objects and methods.

Turning to Blockade, by the end of 1916 the system of the Blockade had reached a high point of elaboration. It was based upon—

(*a*) Vigilant scrutiny of the transactions of all suspect neutral traders and the listing of all who habitually assisted enemy trade.

(*b*) Rationing schedules showing the normal requirements of all the European neutrals in respect of all the more important commodities which they obtain from overseas.

[1] Supra, p. 91, footnote 2.

(*c*) Agreements with neutral shipowners, traders, and associations of traders under which the contracting neutrals gave certain undertakings in consideration for special facilities for their shipments. Many of these agreements contain rationing clauses which make it possible for His Majesty's Government to detain automatically any excessive shipments of the articles in question.

Broadly speaking, it may be said that by December, 1916, all, or almost all, the oversea trade of Germany had been stopped. There was still a little leakage in respect of the trade from the Dutch colonies, which, when we were not in so strong a belligerent position, we had to deal with specially, but it only affected a few articles like tobacco, cinchona, and, even so, the amounts were relatively small. We could, in fact, claim that the German attempt to interpose the border countries for the purpose of pursuing the great overseas trade which they had previously carried on from German ports was definitely defeated.

Beyond this the main preoccupation of the Ministry of Blockade has been directed to diminishing the trade between the border neutrals and Germany. It was impossible to get at this trade directly for obvious reasons, nor had we any belligerent right which we could enforce in the Prize Court to stop the import into a neutral country of goods which might be used to produce other goods which were to be sent into Germany. All we could do was, firstly, to use such means of economic pressure as we had to induce the neutrals to forego their German trade, and, secondly, to buy, as far as we could, surplus products which otherwise would have gone to Germany. That this policy of economic pressure and purchase was not altogether unsuccessful is proved by the following figures:

(1) Purchases of fish and fish products in Norway by His Majesty's Government since January, 1916, 455,805 tons.

(2) Fresh fish exports from Holland to Germany reduced from 38,451 tons for the period 1st November, 1915, to 31st July, 1916, to 5,350 tons for the corresponding period 1916–17.

(3) Exports of herrings from Holland to Germany reduced from 100,659 tons in 1915 to 15,898 tons in 1916.

(4) Agricultural produce exports from Holland to the Central Powers reduced from 287,820 tons for the first six months 1916 to 58,114 tons for first six months, 1917.

(5) Cattle exported from Holland to Germany in (*a*) first months 1916, 33,332 head; (*b*) first six months 1917, nil.

Notwithstanding these encouraging results, we had not the necessary lever to get at the root of the evil, and foodstuffs especially continued to go into Germany in considerable volume.

With the German declaration of unrestricted submarine warfare on the 31st January [1] and the breaking off of relations between Germany and the United States,[2] a new chapter opened.

[1] N. W. C., 1917, p. 110. [2] Ibid., 1917, p. 222.

In the first place, neutral shipping was largely interfered with, and, secondly, a large number of agreements had been made with shipping lines and shipowners under which they brought their ships into a British port for examination, while such vessels as were not under agreement to call were sent in by our naval patrols. This, of course, involved their going through what the Germans called the danger zone, and there was, therefore, a considerable possibility that neutral shipowners would throw over their agreements and break the blockade.

Two steps were taken to deal with the situation. In the first place the Blockade Order in Council of the 16th February, 1917,[1] was issued, the effect of which was to make vessels trading to and from neutral ports in Europe liable to the risk of capture and condemnation if they were found attempting to evade calling for examination at a British port; and, in the second place, it was announced through the public press that neutral vessels would, on certain conditions, be allowed the privilege of calling for examination at certain British ports outside the United Kingdom such as Halifax in Nova Scotia instead of at Kirkwall, and that British bunker coal would only be allowed to those neutral vessels which undertook to call at an appointed British port and perform certain services in return. Concurrently with these measures insurance on favorable terms was laid open to all vessels engaged in trading in the Allied interests, and His Majesty's Government further offered to hire or purchase large blocks of neutral shipping.

These expedients have, on the whole, worked exceedingly well. There has been no serious attempt to break the blockade; and, on the other hand, the power to give or refuse what are called "Halifax facilities"—that is to say, the privilege of being examined outside the danger zone—has furnished us with a powerful inducement to neutral shipowners to comply with the various blockade and shipping requirements that we have put forward. As an indication of the success of our policy, it is sufficient to mention that there has been an increase of about 50 per cent in the amount of neutral tonnage employed in Allied trades over the figure for the same trades in February, 1917, and this represents no less than 1,000,000 tons of additional tonnage.

The other great blockade event of this year has been the declaration of War between the United States and Germany,[2] followed by similar declaration from, or rupture of relations by, a considerable number of South American States.[3] This has enabled us and our Allies to stop imports to the border neutrals at the source.

This method of stopping the export to Germany of home produce from the border neutrals is, strictly speaking, not a blockade measure at all, but the exercise of the sovereign rights of the Allied and co-belligerent States to impose conditions upon their trade with the border neutrals.[4] The process belongs juridically to the category of commercial

[1] N. W. C., 1917, p. 142.
[2] Ibid., 1917, p. 225.
[3] Ibid., 1917, pp. 15-17.
[4] Export prohibitions, Great Britain, infra, p. 95, N. W. C., 1915, p. 57; Russia, infra, p. 139; United States, infra, p. 195; Neutral European States, N. W. C., 1915, p. 33 et seq.

treaties rather than that of blockade or the like; but in substance the effect is the same as that aimed at by the blockade, namely, the cutting off of our enemies from all external trade.

Public attention has been fixed, not unnaturally, more upon the food blockade of Germany than anything else, but it is very doubtful whether this is its most important aspect. The evidence is strong to show that Germany is also suffering gravely from the want of such things as wool, leather, cotton, rubber, and so on.

It is hoped that we may see considerable results in the future from the new forms of pressure which the entry of America into the war has enabled us to employ, all the more so since the purchase agreements on which we have been compelled to rely, in the absence of a lever such as we now possess, have involved us in the expenditure of large sums of money in Scandinavia and Holland, which expenditure has become more difficult to provide for owing to the exchange position in those countries.

Proclamation prohibiting the export of certain commodities, August 3, 1914.[1]

(London Gazette, Aug. 3, 1914, p. 6056.)

By the King. A Proclamation, prohibiting under section 8 of "The customs and Inland Revenue Act, 1879," [2] the exportation from the United Kingdom of certain warlike stores.

George, R. I.:

Whereas by the 8th section of "The Customs and Inland Revenue Act, 1879," it is enacted that We may by Proclamation or Order in

[1] Additions to this list were proclaimed and published in the London Gazette every few days, and revised consolidated lists appeared every few months; see London Gazette November 10, 1914, p. 9226; February 3, 1915, p. 1165; July 23, 1915, p. 7427 (Published by United States State Department, August 28, 1915, N. W. C., 1915, p. 57); May 10 1915, p. 4333. The last contains four schedules alphabetically arranged, marked respectively (a), export prohibited to all destinations; (b), export prohibited to all ports and destinations abroad other than ports and destinations in British possessions and protectorates; (c), export prohibited to all destinations in foreign countries in Europe and in the Mediterranean and Black Seas other than France and French Possessions, Russia Italy and Italian Possessions, Spain, Portugal, and to all ports in any such foreign countries and to all Russian Baltic Ports. Some of the earlier lists had in addition a schedule (d), which in the list of February 3, 1915, included Tin plates and tin boxes, the export of which was prohibited to ports in Denmark, Netherlands, and Sweden, and in the list of July 28, 1915, p. 7427, includes coal only, the export of which was prohibited to all but British Possessions, and Protectorates and allied countries. For other lists prohibiting export to enumerated neutral countries near Germany, infra, p. 97.

The import of certain goods has been prohibited by the British government in order to conserve tonnage for more necessary imports, under authority of section 43 of the Customs Consolidation Act, 1876, which provides that the importation of arms, ammunition, gun powder, or any other goods may be prohibited by Proclamation. By Prohibition of Imports, No. 5, Proclamation, May 10, 1916, London Gazette, p. 4641, Bladders, Sausage skins, Brooms and Brushes, Bulbs, Trees and Shrubs, Canned and Dried Vegetables and Pickles, Horns and Hoofs, Ice, Ivory, Moss litter, Salt, Starch, Dextrose, Potato Flour, may not be imported except under license of the Board of Trade.

The administration of these trade restrictions was facilitated by a Board of Trade Notice, November 7, 1914, which stated that certificates of origin and ultimate destination would be required for certain goods. (London Gazette, November 10, 1914, p. 9127).

[2] 42 and 43 Vict., c. 21.

Council prohibit the exportation of arms, ammunition, and gunpowder, military and naval stores, and any articles which we shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions or any sort of victual which may be used as food for men:

And whereas, We, by and with the advice of our Privy Council, deem it expedient and necessary that We should exercise such power of prohibition in manner hereinafter appearing:

Now We, by and with the advice aforesaid, do hereby order and direct that from and after the date hereof the following goods, being articles which we have judged capable of being converted into or made useful in increasing the quantities of military or naval stores, that is to say:

Acetone;
Aeroplanes, airships, balloons of all kinds and their component parts;
Animals, pack, saddle, and draught, suitable for use in war;
Arms, rifled, of all kinds, and their component parts;
Benzol;
Carbons designed for searchlights;
Chrome and ferro chrome;
Cloth, hempen;
Cartridges, charges of all kinds, and their component parts;
Copper, ore or unwrought, all kinds;
Cotton suitable for use in the manufacture of explosives;
Cotton waste;
Creosote;
Dimethylamiline;
Engines and lorries, internal combustion, capable of carrying a load of 25 hundredweight and upwards, whole or in parts;
Fulminate of mercury;
Gunpowder;
Nets, torpedo;
Nickel and ferro nickel;
Oil, blast furnace;
Oil, coal tar;
Oil, fuel, shale;
Oil, olive;
Oil, mineral, lubricating;
Petroleum, fuel oil;
Petroleum, gas oil:
Petroleum, spirit or motor spirit (including shell spirit);
Projectiles of all kinds and their component parts;
Sacks, coal;
Silk, cloth, silk braid, silk thread, suitable for cartridges;
Silk noils;
Surgical bandages and dressings;
Toluol;
Zinc;

shall be and the same are hereby prohibited to be exported from the United Kingdom.

Given at Our Court at Buckingham Palace, this Third day of August, in the year of Our Lord, one thousand, nine hundred and fourteen, and in the Fifth year of Our reign.

God Save the King.

Proclamation prohibiting the export of certain articles to the Scandinavian countries and Netherlands. October 2, 1917.

[London Gazette, October 2, 1917, p. 10173.]

By the King. A Proclamation, prohibiting under section 1 of "The Exportation of Arms Act, 1900,"[1] and section 1 of "The Customs (Exportation Restriction) Act, 1914,"[2] the exportation from the United Kingdom of certain articles to Sweden, Norway, Denmark, and the Netherlands.

George, R. I.

Whereas by section 1 of "The Exportation of Arms Act, 1900,"[1] it is enacted that We may by Proclamation prohibit the exportation of all or any of the following articles, namely, arms, ammunition, military, and naval stores, and any article which We shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition, or military, or naval stores, to any country, or place there names, and wherever We shall judge such prohibition to be expedient in order to prevent such arms, ammunition, military or naval stores, being used against Our subjects or forces or against any force engaged or which may be engaged in military or naval operations in cooperation with our forces;

And whereas by section 1 of "The Customs (Exportation Restriction) Act, 1914,"[2] it is enacted that section 1 of "The Exportation of Arms Act, 1900,"[1] shall have effect whilst a state of war in which We are engaged exists as if, in addition to the articles therein mentioned, there were included all other articles of every description;

And whereas by virtue of a Proclamation[3] dated the 18th August, 1916, made in pursuance of the said "Exportation of Arms Act, 1900,"[1] as amended by "The Customs (Exportation Restriction) Act, 1914,"[2] all articles whatever other than those excepted by the said Proclamation are now prohibited to be extended to the Kingdom of Sweden;

And whereas by virtue of a Proclamation dated the 10th May, 1917, made in pursuance of the said Acts, and by subsequent Order of Council issued under the authority of the later act, certain goods are now prohibited to be exported to *inter alia* the Kingdoms of Norway, Denmark, and the Netherlands;

[1] 63 and 64 Vict., c. 44.

[2] 4 and 5 Geo. 5, c. 64.

[3] London Gazette, August 18, 1916, p. 8122.

And whereas, We have deemed it expedient to revoke the said Proclamation dated the 18th August, 1916, and to prohibit the exportation to Sweden, Norway, Denmark and the Netherlands of all articles whatsoever, other than those hereinafter excepted;

Now, therefore, We have thought fit, by and with the advice of Our Privy Council, to issue this Our Royal Proclamation, declaring, and it is hereby declared, that the above-mentioned Proclamation, dated the 18th August, 1916, be, and the same is hereby revoked as from the 8th of October, 1917, and that the exportation of the following articles be prohibited in and after that date to all ports and destinations in Sweden, Norway, Denmark, and the Netherlands, viz:

All articles which are not by virtue of any Proclamation for the time being in force, made under section 8 of the Customs and Inland Revenue Act, 1879,[1] as amended by any act, or under the Exportation of Arms Act, 1900,[2] as Amended by any Act, prohibited to be exported to Sweden, Norway, Denmark, and the Netherlands, except:

(1) Printed matter of all descriptions.

(2) Personal effects accompanied by their owners.

Given at our Court at Buckingham Palace, this twenty-ninth day of September, in the year of Our Lord, on thousand, nine hundred and seventeen, and in the Eighth year of Our Reign.

God Save the King.

RECOGNITION OF INTERNATIONAL STATUS.

Statement of policy with reference to a national home for the Jews, December, 1917.

[The War Cabinet, Report for 1917, p. 14.]

His Majesty's Government view with favor the establishment of a national home for the Jewish people, and will use its best endeavors to facilitate the achievement of this object, it being clearly understood that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities in Palestine or the rights and political status enjoyed by Jews in any other country.

Declaration by Supreme War Council, attended by premiers of Great Britain, France, and Italy, with reference to Poles, Czechs, and Jugo-Slavs, at Versailles June 4, 1918.

[New York Times, Current History, 8 (pt. 2), 127.]

The creation of a united, independent Polish State, with free access to the sea, constitutes one of the conditions of a solid and just peace and the rule of right in Europe.

The allies have noted with satisfaction the declaration of the American Secretary of State,[3] to which they adhere, expressing the greatest sympathy with the national aspirations of the Czechs and Jugo-Slavs for freedom.

[1] 42 and 43 Vict., c. 21.

[2] 63 and 64 Vict., c. 44.

[3] Infra, p. 209. Declaration of Rome, infra, p. 107.

Recognition of independence of Czecho-Slovaks, August 13, 1918.[1]

[New York Times, Current History, 8 (pt. 2), 491.]

Since the beginning of the war the Czecho-Slovak Nation has resisted the common enemy by every means in its power. The Czecho-Slovaks have constituted a considerable army, fighting on three different battle fields, and attempting in Russia and Siberia to arrest the Germanic invasion. In consideration of their efforts to achieve independence, Great Britain regards the Czecho-Slovaks as an allied nation and recognizes the unity of the three Czecho-Slovak armies as an allied and belligerent army waging regular warfare against Austria-Hungary and Germany. Great Britain also recognizes the right of the Czecho-Slovak National Council as the supreme organ of Czecho-Slovak national interests and as the present trustee of the future Czecho-Slovak Government to exercise supreme authority over this allied and belligerent army.

HONDURAS.

Declaration of war against Germany, July 19, 1918.

[Official U. S. Bulletin, No. 367, p. 2.]

Francisco Bertrand, drafting constitutional president of the Republic of Honduras,

Considering that the motives which originated the severing of the diplomatic relations of this Republic with the German Empire have become accentuated, being characterized every day by greater gravity for the international life of all the peoples;

Considering that continental solidarity imposes upon the States of America the duty to contribute according to the measure of its abilities toward the triumph of the cause of civilization and of right which, with the allied nations, the United States of America defends, and consequently demands a definite attitude in the present conflict of the world;

Therefore, in council of ministers, decrees:

ARTICLE 1. It is declared that there exists a state of war between the Republic of Honduras and the Government of the German Empire.

ART. 2. Account shall be rendered to the National Congress at its next sessions.

Given in Tegucigalpa the 19th day of July, 1918.

(Signatures of the President and of all the members of the cabinet follow.)

ITALY.

Royal decree relating to the extent of jurisdictional waters, August 6, 1914.

[Official Gazette, Italy, Aug. 10, 1914.]

ACT NO. 282—ROYAL DECREE NO. 798.

Vittorio Emanuele III,

By the grace of God and by the will of the Nation, King of Italy.

In accordance with articles from 246 to 251 of the code for the merchant marine, concerning the neutrality of the States with regard to belligerent powers;

[1] Recognition by United States, Sept. 3, 1918, infra p. 209.

In accordance with the provisions of the international convention signed at The Hague the 18th of October, 1907, which Italy declares to observe as far as existing laws of the Kingdom permit, even though the same agreements shall not yet have been ratified by the Kingdom of Italy;

In accordance with the declaration of neutrality proclaimed by the Government of Italy the 4th of August, 1914;

The Cabinet having been consulted;

By recommendation of our minister of marine, acting in concert with the ministers of war and of foreign affairs;

We have decreed and do decree—

ARTICLE I. Concerning articles from 246 to 215 of the code of the merchant marine and the international agreements accepted by Italy relating to the rights and duties of neutral powers in case of maritime war, by territorial waters is understood the zone of water included between the coast line and a line 6 nautical miles (11,111 meters) due seaward of the said coast line.

ART. II. In bays, inlets, and gulfs the territorial waters, for the purposes stated in the preceding article, are those included within the external (seaward) straight-line tangent to the two circumferences of 6-mile radius struck with the extreme outer points of the bay, inlet, or gulf as centers, provided that the distance between the said points does not exceed 20 nautical miles (37,040 meters).

If the distance between the extreme outer points of the opening exceeds 20 nautical miles, the territorial waters are those included within the straight line drawn between the two most seaward points of the bay, inlet, or gulf distant from each other at least 20 nautical miles.

We order that the present decree, with the State seal affixed, shall be inserted in the official collection of the laws and decrees of the Kingdom of Italy, requiring all concerned to observe it and to enforce it.

Done in Rome this 6th day of August, 1914.

VITTORIO EMANUELE,
SALANDRA,
MILLO,
GRANDI DI SAN GIULIANO.

Notice to Mariners, mine infested regions of Adriatic, November 20, 1914.

[Avis aux Navigateurs, publies par, le Service Hydrographique de la Marine, 70 Rochefort, Etr. Col. 58, 14 décembre 1914.]

ADRIATIC SEA. PRESCRIPTIONS.

312, 1914 (Rochefort). The minister of the Italian marine has brought to the knowledge of navigators the following prescriptions relative to navigation in the Adriatic Sea.

1. The service of searching out and destroying mines is confided to special tugs.

2. Vessels ought to regulate their speed in a fashion to assure an effective observation and to plan their routes in a manner to pass by day the zones crossed by currents.

3. Up to the present no mines have been observed south of parallel 44° 20′ N.

4. From Venice to Manfredonia hold so far as possible to the axis of the Adriatic and navigate by day.

5. Landing ought to be made perpendicularly to the coast with all precautions possible when in a zone where there is no current; recall that currents run lengthwise of the land.

(Instructions No. 832, p. 57.)

Agreement with Great Britain, France, and Russia with reference to entry into war, April 26, 1915.

[Published by Leon Trotzky, Russian people's commissary for foreign affairs, Nov. 23, 1917.[1]]

The Italian ambassador, Marquis Imperiali, under instructions of his Government, has the honor to deliver to the minister of foreign affairs, Sir E. Grey, the French ambassador (in London), and the Russian ambassador (in London), Count Benckendorf, the following memorandum:

ARTICLE I. Between the general staffs of France, Great Britain, Russia, and Italy must forthwith be concluded a military agreement. This agreement shall define the minimum military forces which Russia must move against Austria-Hungary in the event the latter should concentrate all her forces against Italy, and Russia against Germany. In an equitable fashion the agreement shall regulate the questions of armistice in so far as these relate to the commanding staffs of the army.

ART. II. On her side Italy obligates herself, with all the forces at her command, to enter into the campaign in combination with France, Russia, and Great Britain against all of the governments at war with them.[2]

ART. III. The naval forces of France and Great Britain will actively and fully cooperate with Italy until the Austrian fleet is completely destroyed or until the conclusion of peace. Between France, Italy, and Great Britain shall be signed forthwith a military naval agreement.

ART. IV. Under the imminent treaty of peace Italy must receive the district of Trentino; the entire southern Tyrol to its natural geographic boundary, the River Brenner; the city and suburbs of Trieste, Goritzia, and Gradisca, all of Istria to Quarnero, including Volosca, and the Istrian Islands of Cherso and Lussino, and also the smaller islands of Plavnik, Unia, Canidole, Palazzuolo, San Pietro dei Nembi, Azinello, Grutzo, together with the neighboring islands.

[1] Other agreements relating to territorial arrangements in Greece, Turkey, Arabia, Egypt, etc., were published at the same time.

[2] Italy declared war against Austria May 24, 1915; Turkey, Aug. 21, 1915; Bulgaria, Oct. 19, 1915; Germany, Aug. 28, 1916. Naval War College, International Law Documents, 1917, pp. 163 et seq.

ART. V. In the same manner Italy is to receive the Province of Dalmatia in its present form, with the inclusion within its limits on the north of Lissariki and Trebino, and on the south of all lands to a line drawn at Cape Planca to the east along the watershed in such a manner that in the Italian domains shall be included all the valleys along the rivers flowing into Sebiniko, such as Chicollo, Kerka, and Butisnitza, with all their tributaries. In the same way Italy is to receive all the islands located to the north and west of the shores of Dalmatia, beginning with the islands of Premua, Selva, Ulbo, Skerd, Maoñ, Pago, and Puntadura, and farther to the north, and to Meled on the south, with inclusion therein of the islands of St. Andrew, Buzzi, Lissa, Lessino, Tercola, Curzola, Kaisa, and Lagosta, with all the islands and bluffs belonging to them, as well as Palagozza, but without the islands of great and little Zirona, Bua, Satti, Brazza.

ART. VI. Italy shall receive in full right Vallon, the Islands of Sasseno, and a territory sufficiently extensive to safeguard them in a military way, approximately between the River Voyuss on the north and the east, and to the boundaries of the Schimar district to the south.

ART. VII. On receiving Trentino and Istria in accordance with Article IV, of Dalmatia and the Adriatic Islands in accordance with Article V, and the Bay of Vallon, Italy is obligated in the event of the formation in Albania of a small autonomous neutralized state, not to oppose the possible desire of France, Great Britain, and Russia to a redistribution among Montenegro, Serbia, and Greece of the northern and southern districts of Albania. The southern shore of Albania from the boundary of the Italian district of Vallona to the Cape of Stilos is subject to neutralization.

Italy shall have the right to conduct the foreign relations of "Albania." In any event Italy obligates herself to leave certain territory sufficiently extensive for Albania, in order that the boundaries of the latter may be contiguous on the west from Lake Ochrida to the boundaries of Greece and Serbia.

ART. VIII. Italy is to receive in full right all the islands now occupied by her at Dodekanese.

ART. IX. France, Great Britain, and Russia in principle recognize the interests of Italy in preserving the political balance in the Mediterranean Sea and her right to receive on the division of Turkey an equal share with them in the basin of the Mediterranean, and more specifically in that part of it contiguous to the province of Adalia, where Italy had already obtained special rights and has developed certain interests vouchsafed to her by the Italo-British agreement. The zone subject to transfer to the sovereignty of Italy will be more specifically defined in due time, and in correspondence with the vital interests of France and Great Britain. Likewise the interests of Italy must be taken into consideration, even in the event the territorial inviolability of Asiatic Turkey shall be sustained by the Powers for a further period of time, and if only redistribution of spheres of influence is to take place.

Should France, Great Britain, and Russia, in the course of the present war, occupy certain districts of Asiatic Turkey, the entire district adjacent to Adalia, and herewith more specifically defined, shall remain with Italy, which reserves for itself the right to occupy the same.

ART. X. In Libya all the rights and privileges which prior to this date have been acquired by the Sultan on the basis of the treaty of Lausanne are recognised as belonging to Italy.

ART. XI. Italy shall receive such share of the military contribution as shall correspond to the measure of sacrifice and effort made by her.

ART. XII. Italy joins in a declaration made by France, England, and Russia as to leaving Arabia and sacred Mohammedan places in control of an independent Mohammedan power.

ART. XIII. In the event of expansion of French and English colonial domains in Africa at the expense of Germany, France and Great Britain recognize in principle the Italian right to demand for herself certain compensations in the sense of expansions of her lands in Eritria, Somaliland, in Libya, and colonial districts lying on the boundary, with the colonies of France and England.

ART. XIV. England obligates herself to assist Italy immediately to negotiate on the London market on advantageous terms of a loan in a sum not less than £50,000,000.

ART. XV. France, England, and Russia obligate themselves to support Italy in her desire for nonadmittance of the Holy See to any kind of diplomatic steps for the purpose of the conclusion of peace or the regulation of questions arising from the present war.

ART. XVI. This treaty must be kept secret. As to Italy joining in the declaration of September 5, 1914,[1] only said declaration shall be made public immediately after the declaration of the war by or against Italy.

Taking into consideration the present memorandum, the representatives of France, Great Britain, and Russia, having been duly empowered for this purpose, agreed with the representative of Italy, who in his turn was duly empowered by his Government, in the premises as follows: France, Great Britain, and Russia expressed their complete agreement with the present memorandum presented to them by the Italian Government. With regard to Articles I, II; and III of this memorandum relating to the cooperation of the military and naval operations of all four Powers, Italy declares that she will enter actively at the very earliest opportunity, and at all events not later than one month after the signing of the present document by the contracting parties. The undersigned have set their hands and seals at London in four copies, the 26th day of April, 1915.

SIR EDWARD GREY.
CAMBON.
MARQUIS IMPERIALI.
COUNT BENCKENDORF.

[1] Naval War College, International Law Documents, 1917, p. 89.

Decree No. 1605, relating to the requisition of merchant vessels, November 11, 1915.

[London Gazette, Dec. 7, 1915, p. 12190.]

Thomas of Savoy, Duke of Genoa, lieutenant general of His Majesty, King Victor Emanuel III, King of Italy, by the grace of God and the will of the Nation.

In virtue of the authority delegated to us;

In view of the law of May 22, 1915, No. 671, which confers extraordinary powers on the Royal Government;

In view of the royal decree dated January 21, 1915, No. 29, which is to become law, and its subsequent modifications and additions;

In view of the lieutenant's decree of June 17, 1915, No. 957,[1] concerning the use of confiscated or requisitioned enemy merchant ships;

In view of the advisability of regulating by special measures the requisitioning of merchant ships of foreign nationality;

After consultation with the council of ministers;

On the proposal of the minister of marine, in concert with the ministers of foreign affairs, of the exchequer and agriculture, and of industry and commerce;

We have decreed and decree—

ARTICLE I. The rules laid down in the lieutenant's decree No. 957 of June 17, 1915,[1] are extended to the requisitioning of merchant ships and yachts flying a foreign flag, and boats and floating craft of foreign ownership, lying in the harbors and territorial waters of the Kingdom and its colonies, subject to the conditions laid down in the following articles.

ART. II. Payment in compensation for requisitioning (to be calculated in accordance with Article V of the above mentioned decree) will be made in monthly instalments, not paid in advance, to the interested persons or their legal representatives. The Government has power, however, to suspend payment if special circumstances arise rendering such a course advisable.

ART. III. The requisitioned vessels which come under the terms of the present decree will be temporarily inscribed in a special register at the marine department of Genoa, and will be authorized to fly the Italian flag in virtue of a special temporary permit.

We order that the present decree sealed with the seal of the State, shall be inserted among the laws and decrees of the Kingdom of Italy, commanding all concerned to obey it and cause it to be obeyed.

Given at Rome, this 11th day of November, 1915.

THOMAS OF SAVOY.

Decree relating to the requisition of foreign merchant vessels, February 3, 1916.

The provisions contained in the regent's decrees of June 17, 1915,[1] and November 11, 1915,[2] remaining unchanged, should the foreign merchant

[1] Naval War College, International Law Topics, 1915, p. 29. [2] Supra.

ships and also those belonging to the enemy as well as other craft belonging to foreigners be sequestered and required, they should be given, for use to navigation companies or to private shipowners, the conditions relating to the use of the said ships and craft shall be regulated through special agreements which shall be entered into by and between the navy's administration and the user; such agreements shall fix also the standards in order to ascertain and to liquidate the profit coming from said use.

The navigation companies, as well as the private shipowners, shall be obliged, in any case, to furnish the amount of compensation due to the owner of the ship or of the craft, according to the existing provisions on the point in question. Said amount shall be deducted when there will be calculated the net profit resulting from the operation thereof, and said net profit shall be divided at the rate of three quarters for the treasury and one quarter to the company or the shipowner.

Decree restricting transfer of national vessels, February 5, 1916.

[United States Commerce Reports, 1916, p. 60.]

Prohibition of transfer of Italian ships.

La Finanza Italiana, in the edition of February 5, 1916, published a decree establishing the method by which transfer of Italian vessels to foreign flags may be prohibited. The text is:

ARTICLE 1. The minister of marine has the power of prohibiting or of suspending for the time in which the Kingdom will remain in the present condition of war the transcription upon the registers of the offices of any harbor master or officer at ports of the Kingdom or of consular authorities accredited to foreign countries of binding contracts or of maritime changes which bind in any manner the property of mercantile vessels flying the Italian flag. No opposition, appeal, or recourse is admitted against the decision of the minister of marine.

ART. 2. In the case in which the minister of marine intends to avail himself of the power accorded him by the preceding article, he will inform the authorities, both maritime and consular, apprising, in the meantime, the owner of the ship. The maritime or consular authorities to which the title of transcription be presented for binding contracts, maritime changes, or others which may in any manner bind the property of Italian mercantile vessels must, however, take charge of them, making note of the date and hour of such presentation in a special register, save the transcription of such when so authorized by the minister of marine. According to the last paragraph of article 674 of the Code of Commerce, in the competition of several credits, preference is determined according to priority of the presentation of petition of transcription.

ART. 3. The minister of marine will provide by special instruction for the execution of the present decree.

ART. 4. The present decree will go into force on the day of its publication in the Official Gazette of the Kingdom.

Royal decree concerning the sale, transfer, and chartering of merchantmen by Italy, April 19, 1916.

The Gazetta Ufficiale makes known the regent's decree which forbids the sale of merchant ships, and which regulated the working of the national mercantile navigation. The new regulations are as follows:

1. Until new provisions are made, the juridical power, be it in the Kingdom of Italy or in its colonies, concerning the sale and the transfer

as well as any other change in ownership rights of national ships and concerning also the agreements about warranty and maritime exchange, wherever they be fulfilled, is subordinate to the preventive approval of the minister for the navy. Deeds which are not stipulated according to the provisions are null and void, and they must not be accepted by the maritime or the consular offices to which they may be presented for transcription.

Said provisions apply also to boats, barks, and craft of every kind that are not provided with a certificate of nationality, and they apply also to motor boats used for every purpose.

2. Until new provisions be made, charterings and trips of national steamers having a tonnage either equal or superior to 250 tons, and of national sailing craft having a tonnage not inferior to 300 tons, are prohibited when they have for an object or effect—

(1) The use of the ship in foreign waters for transport service, towing, depositing, etc.

(2) The transportation, be it for one trip only, of men or things between foreign harbors.

(3) The plying of the ship without cargo between foreign seaports.

The minister of the navy can grant special chartering and plying between foreign seaports permits, in derogation to the aforesaid prohibition upon application being made by the navigation companies or by the national shipowners that have an interest in it.

The secretary of the navy can forbid, through provisions for each case, the chartering or the trips, in cases foreseen in the preceding regulation, of whatever national ship not subject to the prohibition which is expressed in the regulation itself, and also of any boat, bark, or craft not provided with a certificate of nationality

(4) The trips of national steamers of every tonnage and those of national sailing ships having a clear tonnage of 500 tons and over, between seaports of the kingdom and of its colonies, must be preventively authorized by the minister of the navy.

The following are free from such obligation:

(1) The steamers which are required, chartered, or managed by the State's administration or those which belong to it.

(2) The passenger steamers belonging to subsidized lines or to regular trans-Atlantic lines for trips that are fixed in itineraries approved by the minister of marine.

(5) The carrying of cargoes not destined in the last place to an Italian seaport is prohibited in the trips of national steamers of every tonnage and in those of national sailing ships having a clear tonnage of 500 tons and over, bound from foreign seaports to harbors of the kingdom and of its colonies. The consular officials should look over the cargo manifests of the home steamers sailing from harbors belonging to their jurisdiction, and they shall intimate to the captain not to take on board goods that would not be shipped to seaports of the kingdom and of its colonies.

The minister of marine can, however, grant special permits in derogation to the prohibition informing, then, the proper consulate thereof.

(6) In case of noncompliance with the regulations contained in provisions 2, 3, 4, and 5, as well as of the prohibitions laid down in the third regulation the ships to which such nonobservance may refer, shall be required, and the owners or the brokers shall be entitled to no compensation other than the ordinary managing expenses which they will have incurred.

The naval and consular officials can refuse to let the shipments be made, and can also prevent, by any means, the sailing of negligent ships even before the requisition, without any compensation being ordered.

(7) The juridical powers of the actually existing deeds not yet registered at the date of publication of the present decree itself, are suspended until the secretary of the navy may have given his approval to such deeds.

The naval consular officials shall not proceed to the transcription of such deeds until they have ascertained that the aforesaid approval does not exist, the provisions contained in decree of January 2, 1916, and concerning warranty and maritime exchange agreements remaining unchanged.

Notice of mine fields in Tyrrhenian Sea, February 27, 1917.

[Paragraph of telegram received by the Secretary of State from the American ambassador at Rome.]

FEBRUARY 27, 1917.

In a communication dated February 27 foreign office requests Secretary of State be immediately notified of decision of minister of marine on account of blockade of Italy by central empire to take urgent and special measures to protect commerce of Italy by extensive barriers of mines along the Tyrrhenian seacoast from the 1st of March. Some barriers will be variable, others permanent, and others temporary anchored mines. Neutral ships arriving and departing at Italian ports will, through special service organized therefor, be informed routes to follow, as a protection against all danger. Details, geographic position, and danger regions can not be given owing to military exigencies.

Declaration of Rome by Congress for the liberation of the oppressed nationalities of Austria-Hungary, April 10, 1918.[1]

[Official United States Bulletin, No. 323, p. 2.]

The representatives of the nationalities wholly or partly subject to the domination of Austria-Hungary—Italians, Poles, Roumanians,

[1] Approved by United States May 31, 1918, infra, p. 209, and by Allied Supreme War Council, June 4, 1918, supra, p. 98.

Czechs, Jugo-Slavs—have united in affirming as follows the principles by which their common action shall be guided:

1. Each of these peoples proclaims its right to establish its own nationality and State unity, to complete this unity, and to attain full political and economic independence.[1]

2. Each of these peoples recognizes in the Austro-Hungarian monarchy the instrument of Germanic domination and the fundamental obstacle to the realization of its aspirations and its rights.

3. The assembly, consequently, recognizes the necessity for a common struggle against the common oppressors, in order that each people may attain its complete liberation and complete national unity as a single free State.

The representatives of the Italian people and the Jugo-Slav people are agreed in particular as follows:

1. As regards the relations between the Italian nation and the nation of Serbs, Croats, and Slovenes—known also under the name of the Jugo-Slav nation—the representatives of the two peoples recognize that the unity and independence of the Jugo-Slav nation is a vital interest of Italy, just as the completion of Italian nationality is a vital interest of the Jugo-Slav nation. And therefore the representatives of the two peoples pledge themselves to use their utmost effort to the end that during the war and at the moment of peace these aims of the two peoples may be fully attained in their entirety.

2. They affirm that the liberation of the Adriatic Sea and its defense against every actual and eventual enemy is a vital interest of the two peoples.

3. They pledge themselves to resolve amicably, in the interest of future good and sincere relations between the two peoples, the various territorial controversies on the basis of nationality, and the rights of peoples to decide their own fate and in such a manner as not to injure the vital interests of the two nations, to be defined at the moment of peace.

4. The nuclei of one people which may have to be included within the frontiers of the other shall be guaranteed the right to have their own language, culture, and moral and economic interests respected.

[1] Czecho-Slovak deputies declared for home rule in the Austrian Parliament, May 30, 1917. At meetings at Prague, Jan. 6, 1918, and May 16, 1918, independence was demanded. (New York Times, Current History, 8 (pt. 2): 115.) A provisional government in Paris issued a declaration of independence, Oct. 18, 1918 (Ibid. 9 (pt. 1): 492; Official United States Bulletin, No. 441, p. 3), and in combination with the representatives of other central European peoples a declaration of independence was proclaimed at Independence Hall, Philadelphia, Oct. 26, 1918. Delegates from Prague and Paris met at Geneva, Switzerland, Nov. 2, 1918, drafted a constitution and elected Prof. Thomas G. Masaryk, president of the Czecho-Slovak Republic, which had been formally proclaimed at Prague Oct. 29, 1918.

Representatives of various Jugo-Slav nationalities met at Corfu July 27, 1917, and concluded an agreement for the establishment of a new State under the rule of the King of Serbia. At a meeting at Wagram, Mar. 2, 1918, Jugo-Slavs, including Slovenes, Croats, and Serbs, demanded independence. (New York Times, Current History, 8 (pt. 2): 118.)

Statement by Italian Premier Orlando of attitude toward Czecho-Slovaks, October 3, 1918.[1]

[New York Times, Current History 9 (pt. 1): 496.]

As early as April 21, 1918, the Italian Government concluded an agreement with the Czecho-Slovak National Council for the creation of a legion to fight on our front, a step which implied the recognition of a de facto government. Since then our relations with this heroic people have been uniformly friendly, and the fraternal bonds between us have been strengthened and hallowed by the blood which its generous sons have shed in the Alps for the defense of Italy as well as of their own land. I believe I am a faithful interpreter of the soul of the whole Italian nation when I say that the union between these two people will continue sincere and indissoluble and will be prolonged through fruitful, economic, and intellectual relations after the war.

JAPAN.

Notification of Sasebo defensive sea area, August 23, 1914.

Navy Department Notification No. 5, August 23, 1914.

From August 23, 1914, the following place will be the Sasebo defense sea area:

ROFURO YASHIRO,
Minister of the Navy.

The sea area within the line connecting Sai-no-hana, south extremity of Imoto-jima, Otate-jima, Shishiki-zaki, and Kanzake-hana. However, Omura Bay is not included in the area.

Regulations for Sasebo defensive sea area, August 23, 1914.

The commander in chief of the Sasebo naval station has promulgated the following rules for the control of the Sasebo defense sea area and of vessels navigating therein:

RULES RELATING TO THE SASEBO DEFENSE SEA AREA AND VESSELS NAVIGATING THEREIN.

ARTICLE 1. The general control over the water within the naval port is in charge of the harbor master of Sasebo and that over the entrance to the port and the waters outside of the entrance is in charge of the commander of defense of the entrance of Port Sasebo.

ART. 2. Any vessel other than those belonging to the army or the navy, which desires to enter or leave the port or to pass it, must obtain the permission of the commander in chief of the Sasebo naval station beforehand. However, vessels less than 20 tons, gross, or vessels less than 200 "koku" capacity, or boats or any other vessels wholly or principally driven by oars, shall, in spite of these rules, stop near the

[1] Italy recognized the Czecho-Slovak National Council by a concluding convention, June 30, 1918, giving them exterritorial rights in Italy.

entrance of the port and receive directions from the commander of defense of port entrance.

ART. 5. Vessels which desire to enter, leave, or pass the defense sea area or to anchor therein, must first stop at a stopping place and receive directions from the watch vessel specially stationed there or from a pilot vessel with regard to their movements, beacons, signals, etc.

ART. 4. The stopping places of vessels are as follows:

When entering:

About 1 mile west of Kanzaki-hana.

About 1 mile west of Mitoko-hana.

About 1 mile south of Shishiki-zaki.

Southern part of Terajima-suido.

When leaving:

South of Iwo-zaki within the naval port.

ART. 5. A specially stationed watch vessel or a pilot vessel will always be near the stopping places.

ART. 6. The pilot vessels which shall guide vessels which enter, leave, or pass the defense sea area, hoist the following signal:

Daytime, pilot flag (square flag, upper part white, lower part red.)

Night, two white lights.

ART. 7. Vessels navigating the defense sea area shall not steam at a speed higher than 8 knots.

ART. 8. With regard to vessels belonging to persons living on the coast of the defense sea area, in daytime the prohibition of article 4 shall not be enforced and article 2 shall not be applied.

ART. 9. Fishing, taking seaweeds, swimming, etc., are prohibited within the defense sea area, unless with permission of the commander in chief of the naval station.

Notification of Bako defensive sea area, August 23, 1914.

Navy Department Notification No. 6, August 23, 1914.

From August 23, 1914, the following place will be the Bako defense sea area.

ROKURO YASHIRO,
Minister of the Navy.

The sea area within the line connecting Litsitah Point, south extremity of Kosei-cho and Ko-kaku.

Regulations for Bako defensive sea area, August 23, 1914.

The commander of the Bako secondary naval station has promulgated the following rules for the control of the Bako defense sea area and of vessels navigating therein:

RULES RELATING TO THE BAKO DEFENSE SEA AREA AND VESSELS NAVIGATING THEREIN.

ARTICLE 1. These rules are applicable to vessels other than those belonging to the army or the navy which desire to enter, leave, or pass the defense sea area when Bako has been designated as such.

ART. 2. No vessels other than those belonging to the army or the navy shall be permitted to enter or leave the defense sea area without permission of the commander of the station.

ART. 3. Vessels which desire to obtain the permission of the preceding article shall apply for it beforehand and receive permit for passage to and from the defense sea area. This permit shall not be loaned or transferred to another.

ART. 4. Vessels which desire to enter or leave the defense sea area (including vessels of the preceding article which are required to obtain permission) shall stop at one of the following places, and shall wait for a pilot, showing the signals prescribed in article 5:

1. When entering:

 A place not less than 1½ miles from the Kitsuahibi (Litsitah) Lighthouse of Gyoo-to between the lines drawn southwest and southwest by south from the same lighthouse.

2. When leaving:

 Within the line drawn between Fukibi-kaku and Kaikan-gan.

ART. 5. Vessels which have stopped at the above places shall display their signal letters and also the following signals:

In steamers, flag asking for a pilot, and steam whistle shall be sounded repeatedly.

In sailing vessels, flag asking for a pilot, and horn shall be blown.

ART. 6. When the pilot vessel has recognized vessels of the preceding article, it shall hoist in answer the answering pennant of the international code, and shall guide the vessels. However, with regard to vessels which ask for the permission of article 2, instruction from the station must be waited for.

When the pilot vessel permits free movements to the vessels, the answering pennant of the preceding article shall be hauled down.

ART. 7. The pilot vessel shall display in daytime the pilot flag (upper part white, lower part red) of the special signals to be used for British vessels of the international code, and at night two white lights abreast from the foremast.

ART. 8. Vessels navigating the defense sea area are liable to inspection by the watch or pilot vessel and must give clear answers to inquiries from them.

ART. 9. Steamers in entering or leaving port shall steam at a speed not more than 5 knots.

ART. 10. In following sea areas and channels, arrival or passage of all vessels is forbidden except with special permission of the commander of the station: The sea areas 3 miles around Boko Island, Kosei-cho, Gyoo-to, Hakusa-to, Kitsubai-cho, and Mokuto-cho.

ART. 11. When passage of vessels is totally prohibited within the defense sea area, the N flag of the international code shall be displayed at the signal station at Litsitah Point.

ART. 12. From sunset to sunrise the passage to and from the defense sea area of vessels, except those specially permitted, is prohibited.

ART. 13. With regard to oar-driven vessels belonging to residents of the defense sea area, the prohibition of article 4 shall not be enforced in daytime.

ART. 14. Fishing and taking seaweeds are prohibited within the defense sea area unless with permission of the commander of the station.

ART. 15. Vessels less than 20 tons gross, or those less than 200 "koku," or those driven principally or wholly with oars may pass the defense sea area in spite of the rules of articles 1, 2, and 3. However, passage of such vessels may temporarily be restricted or prohibited.

ART. 16. In case any vessel coming under the preceding article passes at night the defense sea area, in violation of article 3 of regulations governing defense sea area, it may be fired at from the patrol or watch vessels.

Declaration relating to treatment of German merchant vessels in or bound for Japanese ports at the beginning of hostilities, August 24, 1914.[1]

We sanction regulations relating to exemption of vessels of the German Empire from capture and cause them to be promulgated.

[IMPERIAL SIGNATURE. IMPERIAL SEAL.]

This 23d day of August, 1914.

Count SIGENOBU OKUMA,
Minister President of State.
ROKURO YASHIRO,
Minister of the Navy.

Imperial Ordinance No. 163, of August 23, 1914.

ARTICLE 1. A vessel of the German Empire which is, at the time of the enforcement of this ordinance, staying at a port of anchorage within the Japanese Empire or within districts governed by Japan, may, by September 5, 1914, land her cargo at the port or anchorage, and may finish business which was negotiated with good faith before the opening of the war and is being actually transacted, and requesting the Japanese authorities for a passport and obtaining it, may sail direct for the port of her destination or the port designated in the passport.

ART. 2. A German vessel which has left the last port of call before August 23, 1914, and arrived at a port or anchorage within Japan or districts governed by Japan, not knowing the fact of the opening of war, may immediately land her cargo at the port or anchorage and may take in goods which are not contraband of war, and may finish her transactions, and requesting the Japanese authorities for passport and obtaining it, may sail direct to the port of her destination or the port designated in the passport. In this case the vessel must sail within two weeks from her arrival at the port or anchorage at a date to be designated by the Japanese authorities.

ART. 3. A German vessel which has left a port or an anchorage in Japan or in districts governed by Japan in accordance with the pro-

[1] For documents relating to treatment of enemy vessels at outbreak of war by other countries, see Naval War College, International Law Documents, 1915, pp. 19 et seq., 1917, pp. 200, 246.

visions of the preceding two articles, shall not be captured while she is en route to the port of her destination or the port designated in the passport. However this rule does not apply to a vessel which has touched at another port or anchorage of Japan or of districts governed by Japan, or a port or an anchorage of the country to which the vessel belongs, or of districts governed by that country.

ART. 4. A German vessel which, on account of force that can not be resisted, has not been able to leave a port or an anchorage of Japan or of districts governed by Japan within the period provided in article 1 or 2, or a German vessel which was not permitted to leave, may be detained under the obligation that it shall be returned after the war without paying any damages, or may be requisitioned under the obligation that damages shall be paid.

ART. 5. A German vessel which has left the last port of call before the opening of war and which does not know the fact of the opening of war when she encounters Japanese men-of-war, shall not be captured.

A vessel coming under the preceding paragraph may be detained under the obligation that she shall be returned after the war without paying damages, or may be requisitioned or destroyed under the obligation that damages shall be paid, safety of persons on board guaranteed, and ship's papers preserved.

A vessel coming under paragraph 1 shall be treated according to rules and customs of maritime warfare after she has touched at a port of her own country or a port of a neutral country.

ART. 6. The enemy goods on board a vessel coming under article 1, article 2, article 4 or the preceding article, may be detained under the obligation that they shall be returned after the war without paying damages, or may be requisitioned together with, or separate from, the vessel under the obligation to pay damages.

ART. 7. This ordinance is not applicable to a German vessel of which it is very clear from its construction that it can be converted into a man-of-war.

ART. 8. In case Germany gives to Japanese vessels and goods treatments different from those prescribed in this ordinance, the whole or part of this ordinance may not be enforced.

SUPPLEMENTARY CLAUSE.

This ordinance takes effect from the date of promulgation.

Instructions of the minister of the navy, issued April 28, 1916, respecting the procedure for boarding merchant ships.

During the continuance of the present war, His Imperial Majesty's ships shall, in visiting and searching merchant ships, follow the special procedure mentioned hereunder:

1. By day:

The warship will hoist a large-sized pennant at a conspicuous position and fire two rockets.[1] This is to signify that the merchant ship is to close the boat lowered by the warship, whether the warship remains near the boat or not.

[1] See footnote, p. 114.

2. By night: [1]

The warship will fire two port fires at a conspicuous position. This is to signify that the merchant ship is to close the boat lowered by the warship. The warship shall, where possible, illuminate the boat by a searchlight.

When the weather precludes the lowering of a boat, the warship will likewise fire two port fires which will be the signal for the merchant ship to lie-to till daylight.

3. In the event of the merchant ship disregarding the orders given under the preceding two clauses, it may be fired on by the warship.

4. For the time being, if it is found that the meaning of the signals above mentioned is not understood, His Imperial Majesty's ships will communicate with merchant ships in the international code of signals. The procedure hitherto followed in other respects remains unchanged.

Imperial Ordinance No. 171, relating to transfer of national vessels, September 29, 1917.

ARTICLE 1. No Japanese vessels shall, except with permission of the minister of communications, be sold, chartered, tendered as security, or transferred to any person who is not entitled to own a Japanese vessel. This rule is also applicable to vessels building.

ART. 2. No vessel shall be, except in the case where there is permission of the minister of communications, built to order of a person who is not entitled to own a Japanese vessel.

ART. 3. Japanese vessels may not, except where there are orders of the Government or permission of the minister of communications, engage in traffic between foreign ports only.

ART. 4. The minister of communications may forbid or restrict a Japanese vessel in the transport of passengers or cargo from one foreign port to another foreign port.

ART. 5. The minister of communications may order a Japanese vessel to make voyages on certain routes or to transport specially designated passengers or cargo.

ART. 6. The minister of communications may restrict transportation fares with regard to Japanese vessels.

ART. 7. The minister of communications may appropriate or use, designating a suitable remuneration, any Japanese vessel, shipbuilding yard or material, tools and machinery required for shipbuilding. This rule is applicable also to vessels building.

In the case of the preceding clause, the minister of communications may requisition the crew or workmen together with the vessel or the yard.

[1] Instructions of the minister of the navy, issued on the 17th May, 1916, respecting the boarding of merchant ships:

The following alterations in the instructions issued on the 28th April, 1916, respecting the boarding of merchant ships will come into effect from the 20th May, 1916:

1. In the clause respecting the signals by day for ordering the merchant ship to close the boat lowered by the warship, the words "two rockets" to be altered to "a rocket."

2. The entire clause respecting signals by night to be struck out.

The provisions of clauses 3 and 4, article 11, of the ocean traffic subsidy law will be applicable with regard to those who are not satisfied with the remuneration mentioned in clause 1.

ART. 8. The minister of communications may frame special rules with regard to the qualifications of vessels to be used on routes subsidized under the ocean traffic subsidy law

ART 9. The minister of communications may give orders to Japanese vessels with regard to matters he considers necessary for the protection of their crews or with regard to their equipments.

ART. 10. A person who has infringed article 1, 2, or 3, or disobeyed the orders issued under article 5, or refused the appropriation or use (of material) or furnishing (of personnel) under article 7 shall be punished with penal servitude not exceeding two years.

ART. 11. A person who has infringed the prohibition or restriction under article 4 or the orders issued under article 9, shall be punished with penal servitude not exceeding one year or a fine not exceeding 5,000 yen.

In the case of the preceding clause, the part charged beyond the limit shall be forfeited. In case it is impossible to forfeit the whole or part thereof, value thereof shall be collected.

ART. 13. The authority of the minister of communications under this ordinance shall be exercised in Korea, Formosa, and Kwantung, by the governor general of Korea, governor general of Formosa, and governor of Kwantung, respectively, under the supervision of the minister of communications.

SUPPLEMENTARY CLAUSES.

This ordinance shall be enforced from October 1, 1917.

With regard to Japanese vessels being chartered, or tendered as security, to persons not entitled to own Japanese vessels, or engaged in traffic between foreign ports only, the permission of the minister of communications shall be requested without delay upon the enforcement of this ordinance. The same is the case with vessels building which are to be tendered as securities to persons who are not entitled to own Japanese vessels, or with vessels to be built to orders of such persons.

This ordinance will cease to be in force after one year from the date of the signing of a treaty of peace.

MOROCCO.

Neutrality regulations, July 18, 1917.

Adjoined to the royal order circular No. 607. Dahir dictating regulations concerning the treatment to be accorded to belligerent and neutral submarines in waters under the jurisdiction of the zone of Spanish influence in Morocco, and corresponding decree, July 18, 1917.

Praise to the only God.
Only His Empire is eternal.
Place of sea.

Let it be known by this document that we by the grace of God, His force and power, taking into account the necessity of fixing concrete rules to which the authorities and functionaries of this zone must adjust

their conduct in so far it is connected with the exercise of the rights and fulfillment of duties consequent on the neutrality which we have been observing since the beginning of the war, and since the precepts in force in Spain are suitable to be applied in the zone of Spanish influence in Morocco we have decided to declare the following:

ARTICLE 1. For the purposes of the neutrality which the Spanish zone of Morocco is observing in connection with the present war and only in so far as the rights and duties, which neutrality imposes on the Jalifian Najzen during naval warfare, are concerned, by neutral waters of the Spanish zone will be understood those included between the shore line along the coast and an imaginary line parallel to the said shore line and at a distance of 3 miles to seaward. In the roadsteads, bays, or gulfs, the openings of which, measured between the most prominent points of land are less than 12 miles in width, the line to which the preceding paragraph refers will be the tangent common to two arcs of a circumference described with a radius of 3 miles, from those points as centers, seaward.

ART. 2. Navigation in waters under the jurisdiction of the Spanish zone of Morocco and the entrance to the ports of that protectorate is prohibited to submarine vessels of any class whatsoever.

ART. 3. All submarine vessels included in the previous article which penetrate the Spanish zone of Morocco for any reason whatever will be interned until the end of the war.

ART. 4. Neutral submarines which penetrate the waters of the Spanish zone of Morocco must do so on the surface and with the flag of their country well displayed.

ART. 5. As far as not modified by the preceding articles all the authorities and functionaries of any class whatsoever in the Spanish zone of Morocco will adjust their conduct and orders according to the regulations contained in the thirteenth convention of The Hague, October 18, 1907, relative to the rights and obligations of the neutral powers in case of naval warfare, a convention which obtains in Spain and the application of which in this zone of influence is accepted provisionally until the reestablishment of peace.

We therefore command our authorities and all others to whom our power is delegated to read this document and carry out its meaning without extra limitation.

This order was drawn up, glorified by God, on the 28th of Ramadan, 1335 (July 18, 1917).

Having seen the bahir given on this date by His Imperial Highness Prince Muley El Mahdi Ben Ismail Ben Mohamed setting forth the regulations concerning the treatment which must be accorded belligerent and neutral submarines in the jurisdictional waters of the zone of Spanish influence in Morocco, I hereby promulgate the said bahir.

Given in Tetuan, July 18, 1917.

(Signed) F. G. JORDANA.

NORWAY.

Note giving regulations for sojourn in military ports, December 7, 1914.

LEGATION OF NORWAY,
Washington, D. C., December 7, 1914.

MR. SECRETARY OF STATE:

By order of my Government, I have the honor to communicate the following to your excellency:

In order to insure the supervision of vessels touching at the military port of Christiansand, Bergen, and Trondhjem, Norway, it is ordered by decree of the minister of defense of Norway dated November 18, 1914, that all vessels, except those that are running on a regular service and have previously obtained the permission of the chief of defense (commandant) of the place, are forbidden access to the military ports of Christiansand, Bergen, and Trondhjem during the night and dark hours of the day (during which the lighthouses enumerated in the list of lighthouses are under orders to be lighted).

On the outward guard line of the fortresses the chief of defense (commandant) of every place shall designate determined spots where the vessels on regular service already holding permission to enter at night shall stop of their own accord and, if necessary, hail the guardship by means of a prearranged signal.

The guard vessels will immediately announce the entry of the vessels allowed to cross the guard line.

No vessel is allowed to cross that line until formal permission is given from the guardship.

The said decree went into effect on November 25, 1914, at noon.

Be pleased to accept, Mr. Secretary of State, the assurances of my highest consideration.

H. BRYN.

His Excellency Mr. W. J. BRYAN,
Secretary of State, etc., etc., etc.

Note relating to limits of military port of Vardoe, December 29, 1917.

LEGATION OF NORWAY.

The minister of Norway presents his compliments to His Excellency the Secretary of State of the United States, and in compliance with the instructions just received from his Government has the honor to communicate the following:

In the course of the present war armed vessels belonging to the belligerent powers have occasionally run in the military port of Vardoe, The area of the military port of Vardoe is, under the law of January 30. 1904, exactly that of the commercial port of Vardoe.

The military port of Vardoe is bounded as follows:

To the east and north by a line drawn from Hasselines to Kvalvikhaugen on the west point of Renen Island and thence to the north point of Skagodden, to the west by a straight line drawn from Skagodden, through the most easterly point of Tyveholmen Islet and as far as the monument on Svartnes Point, to the south by a line drawn from

the aforesaid monument and running south 75° east until it intersects a line drawn from the easterly point of Vaargerbet straight south. The boundaries above stated are given along the geographic south-north direction.

WASHINGTON, *December 29, 1917.*

Regulations defining territorial waters and treatment of belligerent submarines, June 18, 1918.

1. The Norwegian Government, who have in the past claimed that the territorial waters of Norway extend to 4 miles from the shore, have recognized the difficulty of upholding this claim during the war, since it is not recognized by either the British or the German Governments.

2. The Norwegian Government accordingly intimated to His British Majesty's Government, on May 3, 1918, that Norwegian naval officers have now received instructions that they are to confime their efforts to maintaining the neutrality of the waters within the 3-mile limit, and are not to fire on belligerent ships operating outside that limit.

3. The following are the Norwegian regulations now in force for submarines in Norwegian territorial waters, supplementing the Norwegian Rules of Neutrality: [1]

(*a*) Submarines equipped for use in warfare, and belonging to a belligerent power, must not traverse or stay in Norwegian territorial waters. Breach of this prohibition will expose them to armed attack without previous warning. This prohibition does not prevent a submarine from entering Norwegian territorial waters on account of damage, or by reason of stress of weather, or in order to save human life. When in Norwegian waters the vessel must remain on the surface and must have her national flag hoisted and also the international signal to explain her presence. The vessel must quit territorial waters as soon as the cause justifying her entrance no longer remains.

(*b*) Submarines equipped for use in warfare, and belonging to a foreign nonbelligerent power, are also forbidden to enter or traverse Norwegian territorial waters unless such entrance or passage takes place by daylight in clear weather and on the surface and with the national flag of the vessel hoisted.

ROUMANIA.

Notice of mine field in the Danube, November 30, 1915.

[Telegram received.]

BUCHAREST, *November 30, 1915.*
Received December 1, 12.30 p. m.

SECRETARY OF STATE, *Washington:*

192, November 30. Have received notification from foreign office Roumanian ministry of war have decided to mine the Danube between Turk Smil on Bulgarian frontier and the kilometer 430 also between Galatzi and mouth of Pluth.

[1] See decree Jan. 30, 1917, Naval War College, International Law Documents, 1917, p. 195.

Notice of mine fields near Cernavodă, June 17/30, 1916.

BUCHAREST, *17/30 June, 1916.*

Ministry for Foreign Affairs.
Ministère des Affaires Etrangères, No. 16938.
Annexes: une.

NOTE VERBALE.

In conformity with article 4, convention concluded at The Hague relative to the laying of mines under the sea, the department of foreign affairs has the honor to inform the legation of the United States, with the request kindly to inform its Government thereof urgently, that the royal authorities have judged necessary the placing of a mine field below and above the port of Cernavoda. Navigators must therefore stop at kilometers 302 and 299 and await there the arrival of the pilots of the royal marine whose duty it is to conduct them across the mine field.

There is attached a French translation of the text of the notice to the navigators published on this subject by the competent royal authorities.

To the Legation of the United States of America.
Ministry of Foreign Affairs.
(Ministerul Afacerilor Straine)

NOTICE TO NAVIGATORS.

From the date of the present publication, the zone included between kilometers 302 above and 299 below the port of Cernavoda having been mined, the passage of the boats under the bridge at Cernavoda will be effected in the following manner:

The boats mounting the river will wait under pressure below kilometer 299 for the arrival of the Roumanian military pilot; in accordance with the existing regulations tugs will not be able to have more than two lighters at a maximum for each towing.

Boats coming down the river will perform their turning operations above kilometer 302 and moor near the island of Hinogu.

The passage will take place only between the rising and setting of the sun; during the night all navigation within the said zone is formally interdicted.

It is forbidden to boats to cruise in the channel.

A boat arriving in the channel will give a signal by whistle, one long and one short blast. The speed of the boat shall be 4 kilometers an hour minimum.

Navigation without tug in the direction of the current, dragging at anchor or chain, is forbidden.

The mined zone is marked on the shores by two buoys of triangular shape, the upper points being painted red-white, a buoy being placed on both banks at kilometers 299 and 302.

The navigable channel is marked by six buoys, red and black, placed as follows:

One red buoy above kilometer 301 and one black buoy above the first mentioned at a distance of 400 meters.

One red buoy and a black one under the bridge between the second and third tiers (the grand opening), with a space of 100 meters between them.

One red and one black buoy at kilometer 299.

The entrance and the exit of the boats at the port of Cernavoda shall be effected by going around the black buoy situated at kilometer 299.

The red-green signal lights of the bridge piles will be extinguished.

The point of mooring of the boats coming up or down to wait for passage will be below kilometer 299, left bank, and above kilometer 302, near the island of Hinogu.

The military service pilot will examine the rudder, the engines, the mooring apparatus, and the staff of the boats.

The passage of steamboats and lighters, sailing ships, or other large craft is forbidden under the bridge of Fetesti both by day and night.

Passage will be permitted of small craft (fishing boats) by a certain route, and will be effected under the control of the chief of the marine detachment of Fetesti.

It is absolutely forbidden for fishing craft to approach either by day or by night the Ezer Lake Bridge.

Boats belonging to the royal military marine will execute the surveillance service.

RUSSIA.

SOJOURN.

Regulations governing visits by foreign warships to Russian ports and territorial waters, issued by the Imperial Russian Government, December 23, 1913/January 5, 1914.

ARTICLE 1. As regards visits by foreign warships, Russian ports and waters are divided into three classes, to wit: 1, open; 2, conditionally open; 3, closed.

ART. 2. By open ports and waters shall be understood all Russian ports and waters with the exception of those mentioned under article 3 and those which have been closed by special order.

ART. 3. The conditionally open ports and waters are:

(*a*) In the Baltic, Port Kaiser Alexander III, Riga, Libau, Dunamunde, Reval, Helsingfors, Sweagorg, Kronstadt, and St. Petersburg; the waters of (1) Mohnsund from Worms to Werder, including the passages of Nuko-Worms and Solasund; (2) along the coast of the Gulf of Finland from Hango to Stirs-udde, and (3) the Abo-Aland Skaren.

(*b*) In the Black Sea: Sebastopol, Ialta, Kertch, Batu, the Dniestre River, the Dnieper Bay Channel, the Djarilagatch Bay, the stretch of water from Cape Lukul to Cape Aja, the Straits of Kertch, and the Sea of Azof.

(*c*) In the Pacific: Vladivostok and the waters of Peter the Great Bay, Posiette Bay, and the Bays of America, Nilolaievsk on the Amur and de Castri.

ART. 4. Any port or waters can, by special order of the minister of marine, which order shall be made publicly known, be declared closed as far as visits by foreign warships are concerned.

ART. 5. No special permission is required for visits by foreign warships to the open ports and waters of Russia. The imperial Government must, however, be duly informed through diplomatic channels of the arrival of such ships.

ART. 6. Foreign warships desiring to visit the conditionally open ports and waters mentioned under article 3 must first obtain permission from the Russian Government through diplomatic channels. Request for such permission must distinctly specify the ports or waters that it is desired to visit and mention the ships together with the time and duration of their proposed visit.

ART. 7. Entrance of foreign warships into conditionally open ports and waters will be permitted only when duly authorized by the imperial Government and between sunrise and sunset.

ART. 8. The above regulations (articles 5, 6, and 7) do not apply to—

(*a*) Ships having on board crowned heads, members of reigning houses, presidents of republics or their suites, or duly accredited ambassadors and envoys to the court of His Majesty the Emperor, and

(*b*) Ships forced to seek refuge in Russian ports on account of disaster or damage.

ART. 9. Foreign warships admitted to Russian ports and waters must anchor at the place indicated by the local authorities and must observe the regulations regarding health, order, safety, the use of radio telegraphy, and any other local ordinances.

ART. 10. Foreign warships sojourning in open or conditionally open Russian ports and waters are unconditionally bound to put to sea within 10 hours after the receipt of a request to this effect from the minister of marine.

ART. 11. The privileges accorded in the foregoing regulations may be restricted and modified in the case of warships belonging to nations which subject Russian warships to less favorable conditions.

PRIZE REGULATIONS.

Supplement to Rules of Naval War, September 9/22, 1914.

EXPLANATION REGARDING ADAPTATION OF THE NAVAL PRIZE RULES WITH THE "RULES OF NAVAL WAR."

The imperial ukase dated 1st September, 1914,[1] prescribes that the Rules of Naval War, established by the London conference, with certain amendments and supplements (mentioned in the ukase), will be pro-

[1] United States, Diplomatic Correspondence with Belligerent Governments, European War, No. 1, p. 23.

visionally applied in the operations of the present war. Consequently, in regard to naval prizes, besides the Naval Prize Rules [1] (annex to p. 353 of Book X of the Code of Naval Regulations) the above-mentioned rules, amending and supplementing said navy regulations, must be applied. However, in practice, the application of such varying and not coordinated rules may create difficulties and misunderstandings.

In order to avoid such cases, on some points it will be sufficient to call the attention of officers as to which special sections of the Naval Prize Rules amend or supplement sections of the Rules of Naval War, and by which of the latter they are so modified. In this regard it is to be noted that:

(1) Section 6 of the Naval Prize Rules, prescribing the manner of searching neutral ships, under escort of war vessels, is amended and supplemented by sections 61 and 62 of the Rules of Naval War;

(2) Section 7 of the Naval Prize Rules, concerning the determination and transfer of nationality of a ship, by paragraphs 55 to 57 of the Rules of Naval War;

(3) The note to paragraph 10 of the Naval Prize Rules, concerning the property found on board of an enemy ship, by paragraphs 58 to 60 of the Rules of Naval War; and

(4) Paragraph 14 of the Naval Prize Rules, concerning the seizure of military contraband without seizing the vessel on which the same is transported, by paragraphs 44 and 54 of the Rules of Naval War.

But the principal difficulties and misunderstandings may arise on most important and constantly raised questions as to what ships and cargoes are subject to seizure and confiscation. Regarding this point, section 9, Naval Prize Rules, remains in force and directs that all ships and cargoes which are liable to be confiscated as prizes are subject to seizure. Then, after paragraph 10 (also remaining in force), establishing instances of confiscation of the enemy ships with their cargo, followed paragraph 11, foreseeing all cases of confiscation of neutral ships, and paragraph 12, foreseeing all cases of confiscation of cargoes of neutral ships. Corresponding to that and to the "Instructions" [2] of the admiralty council, on the order of stopping, paragraph 26 of the appendix to Naval Prize Rules, in searching and seizing ships and cargoes, paragraph 37, was concentrated all cases of seizure or confiscation of neutral ships, and also in paragraph 38, all cases of seizing or confiscating of cargoes shipped on neutral ships. Besides, the two sections of the Naval Prize Rules, 9 and 12, and the two paragraphs of the "Instruction," 37 and 38, corresponding to them, are amended and supplemented by several sentences of the Naval Prize Rules in various places of the text, and now in their turn amended and supplemented by special orders contained in the newly given imperial ukase. Besides, the contraband itself is now divided into absolute and conditional, with establishment of different reasons for the seizing and confiscation of articles under either heading. In order to facilitate the

[1] United States, Foreign Relations, 1904, p. 736.

[2] Ibid., p. 747.

practical application of these various rules, scattered about without system, contradicting and modifying one the other in most important questions, the various cases are grouped under the following general headings: (I) all cases of confiscation of neutral ships, (II) all cases of confiscation of cargoes of neutral ships, and (III) the chief principles on which are based the seizure and confiscation of articles of absolute and conditional contraband, with notes under each point of these three sections of such rules of the Naval Prize Rules, of the Rules of Naval War, and of the imperial ukase, which must be taken for guidance.

I.

Merchant ships of neutral nationality are subject to confiscation as prizes in the following cases:

(1) When they are caught in the act of transporting military contraband subject to seizure (Section III), if the same exceeds by volume, or by weight, or by value, or by amount of freight charges, the half of the whole cargo; provided it is not proved that the beginning of hostilities, or that the notification of articles declared contraband—to which the cargo or a part of the cargo may belong—was unknown to the ship; or that the captain, having learned of the beginning of military operations, or of the contraband declaration, had not yet had time to remove the contraband from his ship.—Naval Prize Rules, Article II, paragraph 1, sections *a* and *b*; Rules of Naval War, sections 40 and 43; and, bearing on them, sections 30–39.

NOTE.—A neutral ship, which, having carried contraband to the enemy under cover of false documents, is subject to seizure and confiscation for the transport of such contraband if she be met before the end of her return voyage.—Imperial ukase, paragraph 2, Rules of Naval War, section 38.

(2) When they are caught in the act of violating blockade and it may not be proved that the establishment of the blockade was unknown to the ship.—Naval Prize Rules, paragraph 11, page 2; Rules of Naval War, paragraphs 21, 14–20.

(3) When they have resisted by force stopping, search, or seizure.—Naval Prize Rules, paragraph 11, page 3; Rules of Naval War, paragraph 63.

(4) When they have taken an active part in the enemy's military operations.—Naval Prize Rules, paragraph 11, page 4; Rules of Naval War, paragraph 46, page 1.

(5) When they are found under the command or control of an agent, placed on board of the ship by the enemy government.—Rules of Naval War, paragraph 46, page 2.

(6) When they are freighted wholly by the enemy government.—Rules of Naval War, paragraph 46, page 3.

(7) When they are, at the given moment and exclusively, occupied either in transporting enemy troops, or transmitting information in the enemy interests.—Rules of Naval War, paragraph 46, page 4.

(8) When they have been caught in a voyage undertaken especially for the transport of individual passengers, belonging to any army unit of the enemy, or in transmitting information in the enemy's interests, as well when as they have been caught in the act of transporting—with the knowledge of the ship's owner, or of the person having wholly freighted the vessel, or of the captain—a detachment of the enemy's troops, or one, or several persons who, during the voyage, have directly contributed to the war operations of the enemy, of in such cases it may not be proved that the beginning of hostilities was unknown to the ship or that the captain, having learned of the outbreak of the war, had not yet had time to land such persons from his ship.—Naval Prize Rules, paragraph 11, page 1, letter *c*; Rules of Naval War, paragraph 45.

II.

The cargo of neutral merchant ships is subject to confiscation as prizes:

(1) When it consists in goods subject to confiscation as military contraband, if not proved that the beginning of hostilities, or the declaration of contraband including goods of the kind to which the whole, or part, of the ship's cargo belongs, was unknown to the ship; or that the captain having learned of the beginning of war operations, or of the declaration of contraband, had not as yet been able to discharge the contraband goods.—Naval Prize Rules, paragraph 12, page 1; Rules of Naval War, paragraphs 39, 30–37.

(2) When it belongs to the owner of contraband goods and is on board of the same ship.—Rules of Naval War, paragraph 42.

(3) When it is shipped on board of a vessel subject to confiscation on ground of page 2, section 1, or not proved that, at the time of shipping cargo, the person so shipping it did not, and could not, know of the ship's intention to violate the blockade.—Naval Prize Rules, paragraph 12, page 2; Rules of Naval War, paragraph 21.

(4) When it is shipped on board of a vessel subject to confiscation on ground of, pages 3–7, section 1, exception being however made for goods exempted from confiscation on board of enemy ships by paragraph 10 of the Naval Prize Rules, but with the appropriate application of the note to that same section and of the paragraphs 58–60 of the Rules of Naval War, and with the extension of the confiscation to goods belonging to the captain or to the owner of the ship.—Naval Prize Rules, paragraph 12, page 2; Rules paragraphs 46 and 63, 58–60.

(5) When it is shipped on a vessel, subject to confiscation on ground of page 8 of section 1, and consists of goods belonging to the shipowner.—Rules of Naval War, paragraph 45.

III.

Articles forming contraband, both absolute and conditional, are precisely enumerated in paragraph 1 of the ukaze of 1st September, 1914 (see paragraph 13 of Naval Prize Rules, and also paragraphs 22 and 24 of Rules of Naval War, which were thereby amended); the principa-

reasons for the seizure and confiscation of objects of both categories of contraband are as follows:

(1) Goods forming absolute contraband are subject to seizure and confiscation if it be established that their destination is the enemy territory, or a territory occupied by him, or by his armed forces. It is immaterial if the forwarding of such goods be made either by direct transit, by trans-shipment, or in combination with further conveyance by land.—Rules of Naval War, paragraphs 30 and 39.

(2) The destination forseen in paragraph 1 is considered to be finally proved in the following cases: (1) When the cargo, according to documents, is destined to be unloaded in an enemy's port, or for his armed forces; (2) when the ship must enter only enemy's ports, or when she must enter an enemy's port, or meet his armed forces before entering a neutral port to which the bills of lading are made out.—Rules of Naval War, paragraphs 31 and 32.

(3) Articles of conditional contraband are subject to seizure and confiscation if it be established that they are destined for the armed forces or for the Government of the enemy, except if in this latter case, circumstances prove that in reality the given goods can not be used in the existing war; this stipulation can not be applied to goods mentioned in page 4 of section 2 of paragraph 1 of the ukaze of the 1st September, 1914.[1]—Rules of Naval War, paragraphs 33 and 39; ukaze, paragraph 1.

(4) The ship's destination, as (anticipated) contemplated in paragraph 3, is presumed to be proved in the case of the cargo being addressed to enemy's officials, or to a merchant residing in the enemy's country and of whom it is known that he is the purveyor to the enemy of goods and materials of that kind; also if the goods are directed to the agent of the enemy, or for him, or to a merchant, or to any other person, in the service of the enemy, or for such merchant or such person.[2]

The same rule will be applied also in the case of the cargo's destination being a fortified place of the enemy, or any other locality serving as base for the enemy's armed forces; however this presumption is not appliable to the merchant ship herself, proceeding toward any such locality, in regard to which the character of the cargo is adjudged as contraband.

In the absence of such presumptions, the ship's destination will be presumed innocent.—Rules of Naval War, paragraph 34; ukaze, paragraph 3.

(5) Conditional contraband, if its destination as mentioned in paragraph 3 be proved, is subject to seizure and confiscation, without regard to what port the ship may be bound and independently of the port to which her cargo may be addressed.—Ukaze, paragraph 5; Rules of Naval War, paragraph 35.

[1] This refers to gold, silver, and money.

[2] Even though all these persons be residing in a neutral country.

The appraisal of goods confiscated as prize when they have been seized by trading ships (par. 15 and 43, Regulations on Naval Prizes) will be made on an order of a prize court, under supervision of a deputy appointed by the court.

5. The appraisal made according to above rules, with the opinion of the deputy and of the customs official annexed to it in such cases when it may be necessary (par. 4) will be submitted to the naval officials, or to the prize courts, who may have issued the order to execute it.

6. The sale of goods confiscated as prizes, if the naval department does not want to keep them (par. 33, Regulations on Naval Prizes), as well as of such property which was liberated from seizure but not claimed in time (par. 82, Regulations on Naval Prizes), will take place in accordance with rules established for the sale of goods confiscated for violation of custom service regulations (Code of laws, Bk. VI, Custom Service Statute, ed. 1910, pp. 1113, 1173, 1215, and 1263), with such modifications and supplements as may be further mentioned.

7. The sale will be allowed and confirmed by the authorities mentioned in paragraph 5 or by prize courts, and will take place under the supervision of deputies (as for appraisal); it can take place also, elsewhere than the customhouse precincts, but invariably in the presence of a customs official.

8. The sale of goods, subject to rapid deterioration, can be allowed with the formality of confirming the appraisal and with other exceptions from rules, if it be necessary.

9. The appraisal and sale of property seized, made before a decision as to its confiscation, and the appraisal and sale of private property recaptured, in cases foreseen by paragraphs 23, 24, 67, 71, and 92 of Regulations on Naval Prizes, will take place according to these rules, but only on an order and under approval of the authorities mentioned in said paragraphs or of the prize court and under the supervision of a deputy appointed by the court or by those authorities as may be appropriate.

10. During the course of all proceedings of appraisal and sale the persons mentioned in paragraph 23 of the Regulations on Naval Prizes may be present and submit their statements and explanations.

Decree relating to treatment of enemy cargoes in national and allied vessels, August 10/23, 1915.

Amendment and supplement of the naval prize rules, confirmed by Imperial order on 27 March, 1895.[1]

His Imperial Highness' decree to the governing senate:

Recognizing it as desirable that the naval war rights ordain conditions, and rules in connection with confiscation of the enemy's cargoes transported under Russian or allied flags and to make an amendment in the imperial decree of 27th March, 1895, prescribing the regulations of naval prize, the following rules are established:

[1] United States, Foreign Relations, 1901, p. 736. See also, Naval War College, International Law Documents, 1917, p. 145.

PARAGRAPH 1. The enemy's cargoes found on Russian vessels, as well as on vessels belonging to the allies or overtaken during time of war in Russian ports or on coasts or when entering a port during war are subject to confiscation by nearest prize court.

PAR. 2. In fulfilling the duties mentioned in paragraph 1, the cargoes have a corresponding application according to the naval prize rules.

PAR. 3. The confiscated cargoes according to paragraph 1 are at disposition of the Government. The value of confiscated cargoes found transported under a flag of one of the allies, with the exception of the necessary expenses, according to instructions of the minister of foreign affairs and arrangements with competent ministers, may be turned over to the allied power, according to the agreement or understanding between the allies.

PAR. 4. When fulfilling the rules mentioned in paragraphs 1–3, it must be ascertained first of all when war was declared against the power to which the confiscated cargoes belong.

The governing senate will give instructions for the fulfillment of this order.

With the Imperial Signature,

NICOLAS.

10–23 August, 1915, Tzarskoe Selo.

Imperial Order, 237, Supplement to Article 57 of Declaration of London of 1909, relating to enemy character of vessels, February 17/March 1, 1916.[1]

To the Governing Senate:

In accordance with the agreement with the allied French and British Governments and in modification of the imperial ukase, to the Governing Senate on September 14, 1914 (Code of Statutes, st. 2352), concerning rules of war on sea, as worked out by the London naval conference, 1908–9, we order:

To supplement the first part of statute 57 of above mentioned rules with following mentioned regulations:

If due to general combination of circumstances it appears that in a vessel sailing under the enemy's flag are actually interested subjects of neutral or allied powers, or that, on other hand, if in a vessel sailing under neutral or allied flag there are actually interested subjects of an enemy power or persons living in an enemy State, then such a vessel may in consequence be considered as neutral, allied, or enemy.

The Governing Senate will not fail to make suitable dispositions for fulfillment.

Original signed.

NICOLAI.

IMPERIAL HEADQUARTERS, *17th February, 1916.*

Countersigned, President of Cabinet Council,

BORIS STUERMER.

[1] For similar British and French regulations, Oct. 20, 1915, Naval War College, International Law Documents, 1915, p. 112.

Declaration in regard to seizure and confiscation of neutral vessels, abolishing decrees applying Declaration of London, November 8/21, 1916.[1]

To the Governing Senate:

In accordance with agreement with the allied French and British Governments, we consider it necessary to abolish the rules of war on sea, as worked out by the London naval conference, 1908-9, which with some modifications and supplements were put into force as a temporary measure by imperial ukaz of September 14, 1914 [2] (Collection of Statutes, art. 2352), and also to abolish the modifications and supplements, made by imperial ukazes on December 21, 1914,[3] and February 17, 1916 [4] (Collection of Statutes, art. 3310 and art. 237).

Approving the decision of council of ministers concerning this matter we order:

In modification of the above mentioned ukazes to apply during the present war all other orders and regulations concerning the war on sea—which are effective at the present time, together with generally acknowledged principles of international right—with the following changes and supplements:

PARAGRAPH 1. Merchant vessels of neutral nationality which transport war contraband, are confiscated, in case the latter either by value, weight, or volume or freight, amounts to more than a half of the whole cargo.

PAR. 2. Merchant vessels of neutral nationality may, according to circumstances, be not only detained but also confiscated, in the case of the following forbidden actions:

Transportation of enemy armed forces, enemy news and correspondence;

When on a voyage especially intended for transportation of individuals who form part of the enemy armed forces, or to carry news in the interests of the enemy power;

Cruising under command or control of an agent who has been placed on board by the enemy Government, and also if the latter has wholly chartered the neutral vessel.

PAR. 3. Any one forming part of the armed forces of the enemy and found on a neutral vessel (merchant) may be taken war prisoner, even if there is no reason for seizing the vessel.

PAR. 4. If under the general circumstances of the case it appears that in a vessel sailing under the enemy's flag are actually interested subjects of neutral or allied powers, or that, on the other hand, in a vessel sailing under neutral or allied flag there are actually interested subjects of an enemy power or persons living in an enemy State—then

[1] For British and French orders, of July 7, 1916, see United States, Diplomatic Correspondence, European War, No. 4, pp. 69, 72.

[2] Ibid., European War, No. 1, p. 23.

[3] Ibid., European War, No. 1, p. 25.

[4] Supra, p. 129.

such a vessel may in consequence be considered as neutral, allied, or enemy.

The Governing Senate will not fail to make suitable dispositions for fulfillment.

Original signed.

NICOLAI.

IMPERIAL HEADQUARTERS, *8/21 November, 1916.*

MINE FIELDS AND NAVIGATION REGULATIONS.

Regulations for navigation in Gulf of Finland, August 11, 1914.

On July 31, 1914, the Gulf of Finland was closed to navigation. Since then the following orders have been issued.

Circular of the Principal Hydrographic Board of August 11, 1914, No. 420, Supplement to Nos. 410 and 417 of 1914.

TEMPORARY RULES CONCERNING NAVIGATION OF MERCHANT SHIPS IN THE GULF OF FINLAND, APPROVED BY THE COMMANDER IN CHIEF OF BALTIC FLEET.

(1) The Finnish Gulf is closed for exterior commerce during the period of war operations.

(2) All sea marks removed and lights extinguished westward of the meridian of lighthouse Kokskaer.

(3) In the Finnish Gulf all late ships, not informed of the beginning of the war or going on their own venture with cargoes will be embargoed by war vessels by day and by night and forwarded to places according to instructions received by them.

(4) Navigators are warned that ships which may enter the gulf unperceived, risk destruction on the mines, or of being fired on in thick weather.

(5) Until modification only the fairway from Raumo is reserved for communication between Finland and Sweden.

(6) Ships detained on declaration of war must obtain permission to leave port from the commander of the fleet and must follow the route indicated by him.

(7) Eastward of the line between Colcovik Gulf and Soederskaer lighthouse navigation between the ports of the eastern part of Finnish Gulf is permitted.

(8) The ships may enter Cronstadt, Viborg, and in case of special permission Reval and Helsingfors only in clear weather.

(9) In case that any vessels have obtained permission to leave the eastern part of Finnish Gulf, they must enter the bay Paponvik and then take the route indicated by the guard ship under charge of a designated pilot.

(10) It is absolutely prohibited to navigate amongst the low rocky islands near Utelight, from Baresund to the entrance near Utelight.

house. During clear weather small row and canvas boats may sail amongst islands outside fairways.

(11) Entering and leaving amongst skerries (low rocky islands) between Soedersund and Baresund is prohibited (special permission for Helsingfors).

(12) Within the district from Baresund to Helsingfors traffic in interior shallow water is permitted vessels serving as communications between the local skaer inhabitants, but only by day and according to instructions of the director of sailing and lighthouse department in Finland and chief of skaer district.

(13) In skerries eastward of Helsingfors the longitudinal traffic is only permitted vessels serving as local communication between skerry inhabitants, and only in clear weather.

(14) Traffic from eastward to indicated meridian, Colcovik-Soedersund and vice versa is permitted in the gulf, but not among the skerries.

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

Regulations relating to floating mines in Black Sea, February 9, 1915.

Circular of the Principal Hydrographic Boards of February 9, 1915, Nos. 6, 2.

Circular No. 62 is published for information of navigators by the staff of Black Sea fleet commander on January 30, 1915.

CONCERNING MINES ADRIFT.

By order of the commander of Black Sea fleet; the staff gives notice or general information, that to avoid accidents on meeting with floating mines, mines adrift and stranded on the shore or near the shore, globe shaped or otherwise, whether our own or of the enemy, the following precautions must be observed:

1. It is prohibited to touch floating or stranded mines to avoid an explosion;
2. To inform the nearest Naval Service Post or the cordon of coast guard of every mine found;
3. If possible to establish observation on the mine;
4. To inform immediately the head office of Black Sea fleet at Sevastopol;
5. According to law the inhabitants of coast districts will be rewarded by the navy department for each mine found.

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

Notice of mine laying by Sweden, July 5, 1915.

Circular of the Principal Hydrographic Board of July 5, 1915, Nos. 74, 19.

Navigators are notified of the laying of mines by the Swedish Government in the Aoland Sea and in the Southern Kvarken.

To avoid mines in the Southern Kvarken, Aoland Sea, and in the offing of Stockholm skerries, navigators are recommended to go through

internal skerry fairway and the internal skerry fairway between Arholm and Landsort.

For information concerning mining along the Swedish coast, and rules for entrance of these ports, and information on lights, see "Information for Navigators."

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

Notice of floating mines in the White Sea, July 10, 1915.

Circular of July 10, 1915, Nos. 81, 2.

FLOATING MINES.

It is made known for information of navigators that in the Gorla (strait in the White Sea) and in the basin of White Sea have been observed floating mines. The local naval authorities give instructions concerning observation, information, and measures of precaution on meeting with mines.

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

Regulations relating to prohibited area in White Sea and frozen ocean, April 10, 1916.

Circular of Principal Hydrographic Board, April 10, 1916.

RULES CONCERNING NAVIGATION—WARNING OF MINES.

In view of the dangerous navigation in White Sea and frozen ocean near the Russian coast caused by mine fields established by the enemy following notice is published:

(1) In the White Sea and in its entrance southward of the line Kanin Noss and Lighthouse Kharloff (Seven Islands, latitude 68° 49′ N., longitude 37° 21′ east from meridian Greenwich) and also in all waters of the frozen ocean within the custom zone (12 miles from the coast and the outlying coast islands, and exposed rocks), navigation is forbidden of all merchant trading and other vessels of all kinds under any flag, with exception of such vessels as may have obtained special permission. Vessels entering without permission into prohibited zone risk[illegible]d struction on the mines and may be detained by guard ships for searching and further disposition.

(2) Vessels which have obtained permission to enter the prohibited zone must observe all rules which are established for navigation in named waters.

(3) Rules mentioned in point 2, and also the order for obtaining permission for entering the prohibited waters are prescribed by the commander in chief of Archangel and White Sea district.

Charts Nos. 1060, 1518, 1655.

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

Notice of mine laying by Sweden and Denmark, 1916.

NOTICE TO MARINERS—CIRCULAR OF PRINCIPAL HYDROGRAPHIC BOARD.

In addition to previous published information on mines and obstacles No. 783/770 (R-51, 1916), notice is given that at the following places in Swedish waters anchorage is prohibited.

(A) Within the district on the north limited by a line from the eastward of Cape Engholm, near northeast end of Bjorkoe, to Soedra Roedskaer, and therefrom southeast to the coast. On the south from Tummen westward to Bioerkoe.

(B) On the north within the district limited by a line from Hiuvik to the southward of Cape Lilla Varholm, therefrom to the northward of Cape Groetoe and to Heden on Hoenoe. On the south from the southward of Cape Porsholm to Svatskaer and therefrom to the southward of Cape Hoenoe.

(C) On the north within a district limited by a line from the eastward of Cape Asperoe to Johnshomar, and therefrom eastward to the coast. On the south by a line from the northward of Cape Koepstadsoe to Roedskaer, and therefrom to the island about 300 yards to northeast from Lyngskaer; also in all waters between Koepstadsoe and Braennoe, and between Kaensoe and Vargoe.

(D) On the north from Siludden near the north end of Donsoe, to Oestra Foeroe and therefrom to Haengsten. On the south from Lilla Donsoe to Knalteskaer, and therefrom to Klockskaer.

The districts are marked by signs with warnings.

Further is given notice that there are mine fields in the southern entrance of Sund.

(I) MINE FIELDS SOUTHEAST FROM THE LIGHTSHIP "DROGDEN."

(*a*) MINES.

Warning: There are mines across the fairway southeast from the lightship *Drogen* within a district limited by—

Latitude 55° 33′ 00″ N, longitude 12° 45′ 00″ E.
Latitude 55° 31′ 30″ N, longitude 12° 46′ 30″ E.
Latitude 55° 29′ 12″ N, longitude 12° 46′ 54″ E.
Latitude 55° 29′ 12″ N; longitude 12° 44′ 36″ E.
Latitude 55° 32′ 00″ N, longitude 12° 41′ 48″ E.

(*b*) MINES IN KJOEGE BUGT (DENMARK).

Warning: There are mines in Kjoege bugt southwest from the lightship *Drogen* westward to the meridian 12° 40′ 30″ between the 3 miles frontier of Danish territorial waters and the parallel 55° 29′ 30″ N.

Between these obstacles and mine beacons southeast from the lightship *Drogen*, mentioned in Pargraph I. navigation is allowed, the entrance being marked by two lightships.

(II) MINES NEAR SKANOER.

Warning: Mines are laid near the Swedish coast outside territorial waters between the parallels 55° 18′ north and 55° 26′ north and meridians 12° 42′ and 13° 00′. Vessels must take the course within 3 miles from the coast or outermost skerries not submerged during low water.

(III) MINES IN CADET CHANNEL AND NEAR GIEDSER REEF.

Warning: There are mines in the channel southeast from lightship Giedser Reef (latitude 54° 27′ 54″ N., longitude 12° 09′ 42″ E). There is a free fairway between the frontier of Danish territorial waters and the German coast, the way being along the German coast.

(IV) MINES SOUTHEAST FROM RIXHOEFT.

Warning: There are laid mines southeast from Rixhoeft (latitude 54° 47′ 54″ N, longitude 18° 39′ 06″ E.) a green barrel-shaped buoy is placed 100 yards north from the field.

Notice of mine fields in the Baltic Sea, August 18, 1916.

Naval Ministry.—Circular of the Chief Hydrographic Department, No. 100, 50 Aug. 18, 1916.

NOTICE TO MARINERS ABOUT THE LAYING OF MINES.

It is announced for the information of mariners that with a view of securing free traffic for commercial ships in the Gulf of Bothnia, the Imperial Government considered itself obliged to lay mines and other obstacles on the night of August 30 to 31, in the Baltic Sea, in a district limited to the west by the 3-mile boundary limit of Swedish territorial waters: on the north, by parallel 59° 52′ N., and on the south by parallel 59° 40′ N.

The Imperial Government is without responsibility for accident. that may occur to any ship entering the above prohibited water areas

(Signed) GENERAL JDANKO.
COLONEL GLASOFF.

Notice of mine fields near Swedish coast, September 1, 1916.

MINISTRY OF FOREIGN AFFAIRS,
SECOND DEPARTMENT,
October 20, 1916.

No. 13757/D 11.

The imperial ministry of foreign affairs has the honor to inform the embassies and legations accredited to the imperial court that the Imperial Government has judged it necessary, on account of military reasons, to place mines in the zone following in an easterly direction the Swedish coast at a distance of 3 maritime miles extending from 59° to 52′ north and 59° to 40′ north.

The imperial ministry would also add that the Imperial Government declines all responsibility for accidents which might occur in connection with vessels entering the zone thus indicated, entrance to which was declared forbidden since 18/31, last.

PETROGRAD, *August 19/September 1, 1916.*

Notice of mine fields in Gulf of Bothnia, October 11/24, 1916.

Marine Ministry.—Circular of the Principal Hydrographic Board, Oct. 11/24, 1916, No. 126, 63.

NOTICE TO MARINERS ON MINE LAYING.

Mariners are notified that in order to secure the navigation of merchant ships in the Gulf of Bothnia the Imperial Government was compelled to lay mines and other obstacles in the Gulf of Bothnia within the district limited to the northward by the parallel 63° 35′ northern latitude, to eastward by the meridian 21° east longitude from Greenwich, to the southward by the parallel 63° 15′ north latitude, and to the westward by the meridian 20° east longitude and then by the limiting line of Swedish territorial waters (at a distance of 3 miles from Skerries Suedostbroten and all coast skerries not continually under water) until the intersection of this line with the parallel 63° 35′ of north latitude.

Anchorage prohibitions, Eastern Ocean and mouth of Amur River, January 10/23, 1917.

Naval Ministry.—Circular of the Principal Hydrographic Board.

DETAILS CONCERNING THE DISTRICT WHERE ANCHORAGE IS PROHIBITED.

Below are given the range marks, defining the district where anchorage is prohibited.

I. Upper marks (on the river).

(1) Two range marks at the promontory of Meo in the approximate latitude 53° 06′, 2 N, longitude 140° 49′, 9 E from Greenwich.

(2) Two range marks on the left bank of Amur River in the approximate latitude 53° 08′, L N, longitude 140° 49′, 9 E from Greenwich.

II. Lower marks (on the river).

(1) Two range marks at the promontory Nalle, in the approximate latitude 52° 54′ 7 N, longitude 141° 09′, 0 E from Greenwich.

(2) Two range marks on the left bank of the Amur River in the approximate latitude 52° 59′, 9 N, longitude 141° 09′, 0 E from Greenwich.

Approximate direction of range marks (1) Upper—51½°-231½°; (2) Lower—36°-216°.

Signed GENERAL ZHDANKO.
COLONEL GLASOV.

NOTE.—Sketch accompanying.

Regulations for navigation in Gulfs of Baltic Sea, May 13, 1918.

Principal Hydrographic Board.—Circular of May 13, 1915, No. 42, 8.

Published as information for navigators "Rules concerning navigation of merchant ships in Gulfs of Baltic Sea in 1915, approved by Commander of Baltic Fleet."

A. FINNISH GULF.

1. According to Government notice of 1914, the Finnish Gulf is closed for exterior navigation during the period of the war, and sailing of merchant ships westward the route Helsingfors-Reval is prohibited with exception for coasting and fishing vessels as follows:

2. Eastward of the line Soederskaer-Unamunde beacons are in their places, lights are kept burning (but may be extinguished without special warning), and navigation is permitted between ports of the gulf either day or night for all vessels of Russian commercial fleet.

3. Vessels on the way to Reval, Helsingfors, or places between these ports and line Soederskaer-Unamunde, must observe the following conditions: Near the southern coast to enter bay of Monvik, and near the northern coast to enter the skerries near lighthouse Soederskaer and roadstead Tzarevna.

After delivery of documents (ship papers) to the guard ship and after revision, these ships will be forwarded in clear weather to designated ports or may sail alone, according to orders of the guard ship.

Vessels after having been visited by the guard ship in Monvik and taking route toward Reval, must, for the second time, pass the guard ship near island Wulf for delivery of permission of the previous mentioned guard ship and then continue their route, according to orders of this guard ship.

4. Vessels sailing between Reval and Helsingfors (only permitted by day and in clear weather) may go from Helsingfors to Reval by the following route: At the time fixed by the interior guard ship they go under pilots by the skerries through Soederskaer Channel and approach the guard ship near island Wulf (in clear weather) to show their papers. From Reval, after receipt of permission of the guard ship, they pass Soederskaer and approach the roadstead Tzarevna, and they will be forwarded to Helsingfors.

5. Within district of Helsingfors, exterior roadstead, the sailing of private small vessels, motor boats, and yachts is prohibited; in internal roadstead only in clear weather, according to order of the port guard.

6. Within skerry district of Helsingfors (from harbor Sundvik to town Ekness), continued sailing of vessels serving as communication between skerry inhabitants is permitted only by day and they must follow the shallow-water route, according to directions and permissions of the sail and lighthouse directions at Finland (Helsingfors).

7. Similar directions and permissions for sailing in interior waters of Aobo and Aoland skerries must be obtained from naval authorities at Aobo.

8. Within the western district of Finland and Aobo skerries, the sailing of amateur yachts and motor boats is permitted only by day—the issue to the sea is prohibited at places where foreigners are permitted to live. (r. circular of the commander of fleet of April 7, 1915.)

9. Navigation of vessels of any kind in main channel along shore and in all approaches from Helsingfors to Aolandshaff is prohibited.

10. Entrance and departure from the skerries in the eastern part of the gulf is permitted in fairways forming approaches to Bjoerk-Oe, Pitkopas, Asp-Oe, Oeregrund, and Soedersaker.

11. Sailing within skerry district is permitted in all fairways from Bjoerk-Oe to roadstead Tzarevna, although near Bjoerk-Oe (island) and within district of Viborg, fortress, only in clear weather, according to rules, published by the commandant of Viborg Fortress.

NOTE.—Small vessels, serving as communications between the rocky islands eastward of Helsingfors, may by day pass the channel Oestnen, and approaching on the route to Helsingfors the guard ship of the roadstead Tzarevna.

12. Vessels going to Kronstadt must approach the guard ship located 7½ miles west from lighthouse Tolbuchin, therefrom they will be forwarded by a pilot to Kronstadt roadstead only during clear weather. In leaving Kronstadt they must observe requirements established by local patrol of these water districts. For entry at Bjoerk-Oe they pass the guard ship in clear weather and then continue their route according to orders.

B. GULF OF BOTHNIA.

13. Some harbors of the Gulf of Bothnia will be open for vessels of neutral powers. Directions concerning these ports and rules for entrance and leaving of them may be obtained from pilot and lighthouse stations in Finland and from commandants of landing places of these ports.

14. Movements through the approaches in the skerries in the eastern part of the Gulf of Bothnia for small vessels serving for needs of local inhabitants is permitted by day, but at their own risk, because beacons will not be in place.

15. Within western-northern and northern-eastern districts of Aoland Islands to castle Lek-oe all navigation along shore is prohibited.

C. GULF OF RIGA AND MOONSUND.

16. The Gulf of Riga is closed for exterior navigation.

17. Within the gulf the navigation is permitted on own risk by day; beacons withdrawn. Permission may be obtained from the office of commandant of port Emperor Peter the Great and Dunamunde.

18. Navigation from the parallel lighthouse Worms to parallel of lighthouse Laidunen is permitted in clear weather. Permission may be obtained from the office of commandant of port Emperor Peter the Great (Reval).

C. GENERAL NOTES.

20. On all places closed for navigation in general the inhabitants of islands are not prohibited from communication between themselves and the nearest landing places; exclusively on small row and canvas boats and during clear weather.

21. Eastward of meridian 25° 30′ (line of Soederskaer-Unamunde) fishery is permitted by day and night under usual conditions.

Within districts of Kronstadt and Viborg fortresses on basis of instructions of commandants of these fortresses.

Westward of the indicated meridian along the southern coast, according to regulations concerning fisherers by the commandant of port Emperor Peter the Great.

Westward of this line along the northern coast fishery is only permitted within skerry district, not entering the gulf and only in clear weather. Within district of Sveaborg and Dunamunde fortresses according to orders of their proper commanders.

Along the remaining coast of Baltic Sea only by day, not exceeding 2 miles from the coast.

22. Depending on circumstances, the navigation and fishering in the permitted districts may be temporarily stopped on order of proper authorities.

23. For information and explanations concerning these rules, apply either to the office of commander of port Emperor Peter the Great (Reval) or to pilot and lighthouse stations in Finland (to whom it may concern).

24. Vessels having a special permission for sailing or when sailing without it must absolutely observe all requirements of naval authorities or commanders of guard ships according to these rules.

(Signed) LT. GENERAL ZHDANKO.
LT. COLONEL GLASOFF.

TRADE RESTRICTIONS.

Rules for making applications to export embargoed goods from Russia, May 4/17, 1915.[1]

SECTION 1. Owing to war conditions the export of goods abroad as per lists herewith is prohibited (I–III). Goods mentioned in List I are forbidden to be exported over any of the frontiers of the Empire, and those in the remaining lists are not allowed to be exported over the frontiers mentioned in said lists.

(NOTE.—The export of goods in general is altogether prohibited via ports on the Baltic Sea, situated in the confines of the Governments (Provinces) of Petrograd, Estland, Lifland and Curland.)

[1] A protocol of agreement for the exportation of embargoed goods was concluded with the United States Sept. 23, 1915, U. S. Treaty Series, No. 618. For embargo regulations of other belligerent States, see Naval War College, International Law Topics, 1915, p. 57.

SEC. 2. The export of goods to Finland, such as mentioned in the lists, attached to section 1, is permitted. The export of goods from Finland to foreign countries is effected according to the special regulations in force in the Grand Duchy of Finland.

SEC. 3. Goods the export of which owing to war conditions (sec. 1) is not allowed, may, however, be exported by permission of the minister of finance to allied or neutral countries.

SEC. 4. Persons desiring to obtain permission for the export of goods abroad of any of such goods as are prohibited from export (sec. 1), must hand in a petition to the department of customs; in this petition must be stated:

(*a*) Calling (profession), Christian name, father's name and surname, as well as country of which the applicant is a subject or citizen, his permanent place of residence, as well as address to which the department is to send him the reply to his petition.

(*b*) The kind of goods for which the permission is desired, as well as quantity, also to which country the permission for export is wanted, to which point and for whom the goods are required.

(*c*) The place where the applicant expects to buy the goods or where (mention point, railway station, river pier or port) the goods, if already bought, are situated.

(*d*) Through which customhouse the applicant expects to ship the goods, and if he intends exporting them by sea, to which port the goods will be sent, also by which steamer and under which flag (should the applicant be in possession of this information).

(*e*) Will the goods be exported direct to that country to which they are addressed? And if transshipment is expected to take place, then should be stated via which countries and frontier points in such countries the goods in question are expected to be dispatched.

(NOTE.—Applicants with petitions as mentioned in section 4 concerning the export of prohibited goods abroad may refer to the department of customs only in connection with the export of such goods as are mentioned in the lists per section 1 and such additional lists as may be issued by the ministry of finance. But if at the points via which goods are to be dispatched abroad there are in force regulations or orders issued by the local military authorities concerning the prohibition of export of any or certain articles or goods, not mentioned in the lists referred to above and possible additional lists, then permission for their export must be obtained by applicants from the respective military authorities.)

SEC. 5. Persons acting on behalf of persons whose authority they have to do so, must hand in with the petition original notarial power of attorney from persons on whose behalf they are acting, or notarial copies of such powers of attorney.

SEC. 6. The quantity of goods, for the export of which permission is required, must be shown in the petition (sec. 4 *b*) by weights, numbers, or other measures, corresponding to the kinds of goods. The

indication of goods in measures or quantities not fully definite (bags, bales, barrels, wagons, etc.) is not permitted.

SEC. 7. In the event of the ministry of finance finding it possible, after examining the information given by the applicant (sec. 4), to permit the export from the Empire of the goods which it is desired to export, the applicant on being so informed by the department of customs must take steps to obtain a diplomatic guaranty to the effect that the goods in question whilst on the way to the country of destination will not be deviated en route and will not be forwarded to a hostile market either from the country of destination or from such neutral countries through which said goods may go or be transshipped. For the obtaining of such guaranty the applicant must refer direct to the corresponding embassy or mission. The submission of such necessary guaranty from an embassy or mission must be effected to reach the ministry of finance through the ministry of foreign affairs.

SEC. 8. On receipt of the guaranty (sec. 7), the ministry of finance gives its final decision in connection with the petition, and in the event of the petition being affirmatively granted the applicant receives a special certificate to that effect from the department of customs; said certificate may not be transferred to another person and may be made use of only during two months from the day of its issue.

(NOTE.—For goods the export of which has been granted by the minister of finance previous to the present rules coming into force, the department of customs will give a certificate, as per section 7, on the respective persons interested taking the necessary steps, after preliminary examination as to what quantity of goods according to the permission granted have actually not yet been shipped abroad; without such certificate, on the expiry of two weeks from the day of receipt by the customs of the present rules, the export of goods will not be permitted. The certificate will be given by the department in such cases where steps have been taken for the issue thereof not later than two months from the day of the confirmation and coming into force of the present rules, but at the expiration of this period a certificate will only be granted after receipt of new permission obtained in the manner indicated in the present rules.)

SEC. 9. For goods the export of which is permitted on the basis of the present rules, must be given the fixed export and transport information (Law of 1914, No. 157, St. 1788), together with the certificate mentioned in section 8.

SEC. 10. In the event of the whole lot mentioned in the certificate being exported, the certificate submitted, together with the transport information, is taken away and immediately handed by the customs, to the department of customs, with an indication as to the time and date when the goods were dispatched, and, if shipped by sea, then with indication of the vessel and the flag under which same is.

SEC. 11. In cases where the goods are exported in lots, a remark is made by the customs on the certificate handed in with the trans-

port information as to the amount and quantity of goods exported and the date of export, and the department is informed as to this export; on the export of the last portion the certificate is taken away and handed to the department in accordance with section 10.

SEC. 12. For goods permitted to be exported abroad through Finland the owners thereof must submit to the customs through which the goods are going before they are sent into Finland, in addition to the respective certificates and transport information, also railway waybills for such goods or duplicates thereof, indicating the transito route of the goods through Finland to that country to which the permission for export has been given. If the waybill (or copy thereof) corresponds in every way to the permission granted for export, then the customs put a stamp on said document of a special description, with the seal of the customs and signature of the manager or his representative, stating that permission is given for the goods mentioned on the railway documents to be exported abroad. If on the waybill or copy there is no indication as transito forwarding of the goods abroad via Finland, then the goods will be considered as forwarded to Finland and no stamp will be placed on the waybill or copy thereof by the customs.

(NOTE.—For goods forwarded from station Petrograd-Novyport all documents concerning their outgoing must be submitted to the Petrograd port customs, for goods forwarded from station Petrograd-Finlandsky (or Kulikovo Pole) to the Petrograd customs house attached to the Finland Railway, and for goods forwarded from a station in the interior of Russia to the White Island customs house.)

SEC. 13. The export to England of game, dead birds, eggs, and pigs' bacon is permitted by obtaining special permission on each separate occasion and without the certificate demanded according to section 8 if the goods are sent to that country by direct Scandinavian sea connections.

SEC. 14. On the direct waybills for transport to England of the goods mentioned in section 13 a stamp such as mentioned in section 12 is put on by the Petrograd customs house attached to the Finland Railway, if in connection with the proposed transport the following rules for the Scandinavian direct sea connection to England are observed: If on the waybills is indicated that the goods are destined for an English port (London, Hull, Newcastle, Granton, or Grangemouth) for such and such a receiver in England and if in other respects the waybill corresponds to the regulations pertaining to the particular goods in question. (Tariff of Russian Railways, 1914, No. 236, St. 20651.)

SEC. 15. During the navigation season of 1915 the export is permitted without prohibition to north Norway on sailing vessels and steamers belonging to Russians on the Archangel sea coast, of timber, certain articles of food, and articles connected with the deer (reindeer) industry according to the list attached hereto, on the condition that the skipper of the vessel on his return from Norway submits a certificate from the Russian consular authorities, and if there are no such authori-

ties at the place where the goods have been unloaded, then a certificate from the local Norwegian authorities that the goods have actually arrived in Norway.

SEC. 16. The customs house through which the goods mentioned in sections 13-15 are exported will inform the department of each shipment of goods, indicating the quantity of the goods exported and the country of destination.

SEC. 17. The export is permitted, without special permission being obtained in each instance and without the issue of the certificate required according to section 18, direct to allied countries on Russian vessels or vessels under an allied flag, of the goods mentioned in the list attached hereto. The customs house will inform the department in all instances of the export abroad and permission to proceed abroad of vessels on the basis of this paragraph, indicating the name of the vessel, the flag under which same sails, the kind and quantity of goods, and port of destination.

SEC. 18. The fact of a steamer carrying coal in her bunkers necessary for steaming purposes is not to be considered as an objection to a steamer proceeding to leave a port and go to sea; the question as to what quantity of coal is necessary for the steamer will be decided by the local port authorities, and in such places where there are no port authorities, by the local customs authorities. The steamer has the right to take with her the coal which she brought with her to a Russian port, and vessels are not bound to unload that quantity which might be considered as suplus over and above what is required for navigation.

SEC. 19. On the export abroad by sea of goods, the export of which is not allowed according to general rules, but which has been permitted on the basis of the conditions mentioned above, the port customs authorities must furnish skippers with certificates regarding the goods being exported on the respective vessels, indicating the date and port of loading, quantity and description of goods, and port of destination.

(Signed) DIRECTOR S. SHATELEN,
Chief of the Department, S. Antonov.

Confirmed 4/17 May, 1915, by the minister of finances.

P. BARK.

LIST OF GOODS THE EXPORT OF WHICH ABROAD IS PROHIBITED OWING TO CIRCUMSTANCES ARISING FROM THE WAR.

I. The following goods are not allowed to be exported abroad by any whatever of the frontiers of the Empire:

[A list of goods three pages long follows.]

II. The export is forbidden over the Persian Afghanistan frontiers of camels.

III. The export abroad of every description of goods is prohibited from the ports situated in the confines of the governments of Petrograd, Estland, Lifland, and Curland.

(Signed) DIRECTOR S. SHATELEN,
Chief of Department, S. Antonov.

Addition to sec. 15.—List of goods, the export of which is allowed to north Norway by sea vessels during the 1915 season of navigation:

All kinds of timber and wood, tea, cream butter, salmon, venison (deer meat), tongues, deer wool, deerskins.

(NOTE.—The quantity of cream butter permitted in each separate instance for export to northern Norway is decided by the governor of Archangel.)

Addition to sec. 17.—List of goods permitted to be exported direct to allied countries on Russian vessels or on vessels under allied flags:

Maize, bran, all kinds of oil cakes and residues, pigs' bacon, cream butter, dead game and poultry, live poultry, eggs, entrails, fish, tobacco of superior quality (the question of quality to be decided by the excise authorities), all kinds of timber, oil seeds, seeds of clover and other grass foods, all kinds of furs, except lambskins, sheepskins, and goatskins.

CHANGE OF GOVERNMENT.

Proclamation of abdication issued by Tsar Nicholas, March 15, 1917.

[The Annual Register, 1917, p. 243.]

By the Grace of God, We, Nicholas II, Emperor of all the Russias, Tsar of Poland, Grand Duke of Finland, etc., to our faithful subjects be it known:

In the days of a great struggle against a foreign enemy, who has been endeavoring for three years to enslave our country, it pleased God to send Russia a further painful trial. Internal troubles threatened to have a fatal effect on the further progress of this obstinate war. The destinies of Russia, the honor of her heroic army, the happiness of the people, and the whole future of our beloved country demand that the war should be conducted at all costs to a victorious end. The cruel enemy is making his last efforts, and the moment is near when our valiant army, in concert with our glorious allies, will finally overthrow the foe.

In these decisive days in the life of Russia we have thought that we owed to our people the close union and organization of all its forces for the realization of rapid victory, for which reason, in agreement with the Imperial Duma, we have recognized that it is for the good of the country that we should abdicate the crown of the Russian State and lay down the supreme power. Not wishing to separate ourself from our beloved son, we bequeath our heritage to our brother, the Grand Duke Michael Alexandrovitch, with our blessing for the future of the throne of the Russian State. We bequeath it to our brother to govern in full union with the National Representatives sitting in the legislative institutions and to take his inviolable oath to them in the name of our well-beloved country.

We call upon all faithful sons of our native land to fulfill their sacred and patriotic duty in obeying the Tsar at the painful moment of na-

tional trials and to aid him, together with the representatives of the nation, to conduct the Russian Empire in the way of prosperity and glory.

May God help Russia.

PSKOV, *March 15, 1917.*

ARMISTICE.

Terms of armistice with Germany, Austria-Hungary, Turkey, and Bulgaria, signed at Brest-Litovsk December 15, 1917.[1]

[London Times, Jan. 5, 1918.]

PREAMBLE.

The following is the text of the agreement concluded for an armistice between the plenipotentiary representatives of the chief army commands of Germany, Austria-Hungary, Bulgaria, and Turkey, of the one part, and of Russia, of the other part, for bringing about a lasting and honorable peace for all the parties:

TEXT.

ARTICLE I. The armistice takes effect from December 17, 1917, at noon (Dec. 4, 1917, at 2 p. m., Russian time), and is to remain in force until January 14, 1918, at noon (Jan. 1, 1918, at 2 p. m., Russian time.) The contracting parties have the right on the 21st day of the armistice to give seven days' notice to terminate it, and if this be not done, then the armistice will automatically remain in force until one of the contracting parties gives such seven days' notice.

ART. II. The conditions of the armistice shall apply to all the land and air fighting forces of the said powers, on the land front comprised between the Black Sea and the Baltic, and they shall likewise apply to the Russo-Turkish theaters of war in Asia.

The contracting parties undertake, for the period that the armistice is in force, not to reinforce the troops on the said fronts or on the islands in the Moon Sound, and this also refers and applies to their formation into military units. No regrouping in preparation for an offensive is permitted.

Further, the contracting parties undertake that until January 14, 1918, they will not put into operation any transfer of troops from the front between the Black Sea and the Baltic; that is to say, such transfers as had not been begun before the time when the armistice agreement was signed.

Finally, the contracting parties undertake not to assemble troops in the Baltic ports east of 15° longitude east of Greenwich and in the

[1] A treaty of peace was signed at Brest-Litovsk, Mar. 3, 1918. (New York Times, Current History, 8 (pt. 1), 54.)

ports of the Black Sea during the period in which the armistice remains in force.

ART. III. On the European front the most advanced entanglements on each side of the positions of each of the contracting parties shall be considered as the lines of demarkation. At such places where no closed-in positions exist the lines of demarkation on both sides shall be considered as existing midway between the most advanced occupied points on each side, and the intervening zone shall be considered as neutral. Moreover, navigable rivers which separate opposing positions shall be considered as neutral, and they shall not be navigated, except for previously agreed traffic of a mercantile nature. In sectors where positions are separated from each other by a great distance lines of demarkation shall be agreed upon by armistice commissions without delay, and they shall be made distinguishable.

In the Russo-Turkish theaters of war in Asia the lines of demarkation, as well as traffic over them, shall be regulated by agreement between the high commands on both sides.

ART. IV. For the development and strengthening of friendly relations between the nations of the contracting parties organized intercourse between troops shall be permitted under the following conditions:

1. Intercourse is permissible for pourparlers and for members of armistice commissions and their representatives. Each one of them having this object in view must be in possession of an order made out by a corps commander or a corps committee at least.

2. On every sector of a Russian division organized intercourse may take place at from two to three points. For this purpose centers for intercourse on divisional fronts are to be established between the lines of demarkation and are to be distinguished by white flags. Intercourse there is only to be allowed by day between sunrise and sunset. At the intercourse centers there must not be present at any one time more than 25 unarmed persons from each side. The exchange of news and newspapers is to be permitted. Open letters may be handed in for dispatch. The sale and exchange of wares of everyday use is to be permitted at the intercourse centers.

3. The interment of the dead in the neutral zone is permissible. More precise details are to be arranged in each case by the divisional commanders on both sides or by the higher service field posts.

4. As regards the return of men who have been discharged from military service in one country and who have their homes beyond the lines of demarkation of the other country, this question can only be the subject of discussion at the negotiations for peace. This also applies to men belonging to Polish detachments.

5. All persons, who, contrary to the conditions contained in clauses 1 to 4, shall cross the line of demarkation of the opposite side will be placed under arrest and will be delivered up again only at the conclusion of peace or at the end of the period of armistice.

6. The contracting parties undertake to bring to the notice of their respective troops by strict orders and detailed explanation the necessity for the observance of the conditions of intercourse and the consequences resulting from their contravention.

NAVAL PROVISIONS.

ART. V. With regard to naval operations, the following conditions were agreed to:

1. The armistice extends to the whole Black Sea and the Baltic Sea to the east of the meridian 15° east of Greenwich, namely, to all sea and air forces belonging to the contracting parties within these regions.

With regard to the extension of the armistice to the White Sea and to Russian coastal waters in the northern Arctic Ocean, a special agreement will be established after consultations between the naval staffs of the contracting parties.

All attacks upon mercantile and naval vessels belonging to the contracting parties in the above-named seas shall cease at once as far as possible. In this agreement shall be included a special condition concerning the prohibition of naval attacks upon each other by the contracting parties in other seas.

2. Attacks by sea and by air upon ports and coasts belonging to the contracting parties in all naval war zones shall be prohibited. Similarly ships of one of the contracting parties are prohibited from entering the ports and from approaching the coasts occupied by another contracting party.

3. Flights are prohibited over the ports or over the coasts of both contracting parties in all the naval war zones. Flights over the line of demarkation are also prohibited.

4. The line of demarkation is established as follows:

In the Black Sea, the line—Olinka Lighthouse, mouth of St. Georges Channel of the Danube, Cape Geros.

In the Baltic Sea, Rogeul, on the western coast of the Island of Worms, Bogsher Island, Wenika, Hegarne.

A detailed line of demarkation in the region between the islands of Worms and Bogsher must be established by the special commission for the armistice in the Baltic Sea.

Russian warships have the right of free navigation to the Aaland Islands in all weathers and under all ice conditions.

Russian warships may not pass the indicated demarcation line to the south, and the warships of the four central powers may not pass it to the north.

The Russian Government gives a guaranty that all the allied warships which are in or will enter the indicated region will be submitted to the conditions of this agreement.

5. Commercial navigation is permitted in the region indicated in clause 1. The establishment of safe navigation for merchant ships in

this region is to be left to the special commission for the armistice in the Baltic and Black Seas.

6. The contracting parties undertake during the armistice in the Baltic and the Black Seas not to prepare active naval operations directed against each other.

SPECIAL STIPULATIONS.

ART. VI. In order to avoid accidents and misunderstandings on the front infantry firing practice is prohibited nearer than 5,000 yards from the demarcation line. The use of land mines shall be stopped. The air forces and observation balloons shall be kept 10,000 y rds distant from the demarcation line. Work on positions behind the ront line entanglements is to be allowed, with the exception, however, of such work as might serve as preparation for an attack.

ART. VII. In order to give effect to their agreement and for the correct observance of the same from the moment of its application special commissions are established in the following places:

(1) At Riga for the Baltic.

(2) At Dvinsk for the front from the Baltic to the Dvina.

(3) At Brest-Litovsk for the front from the Dvina to the Pripet.

(4) At Berditcheff for the front from the Pripet to the Dniester.

(5) At Koloczvar, and (6) at Focsani, for the front from the Dniester to the Black Sea.

(The boundaries in the regions of the front between sections 5 and 6 are fixed by mutual agreement.)

(7) At Odessa for the Black Sea.

The right of unimpeded and uncontrolled communication by telegraph is reserved to the commissions. Both contracting parties will construct cables to the middle of the neutral zone between the lines of demarcation.

In the Russo-Turkish theater of war such commissions will also be established after an agreement by the commanders in chief on both sides.

ART. VIII. The agreement for the cessation of hostilities dated December 5, 1917, and all other agreements concluded up to the present on separate sectors of the front, with regard to an armistice or a cessation of hostilities, are considered as annulled from the moment that the present agreement becomes effective.

ART. IX. The contracting parties immediately after the signature of the present armistice agreement will begin peace negotiations.

ART. X. Taking their stand upon the freedom and independence and territorial inviolability of the neutral portion of the Persian Empire, the Turkish and Russian high commands are both prepared to withdraw their troops from Persia. They will immediately enter into communication with the Persian Government in order to arrange details for their evacuation and also for the guaranteeing of the above-mentioned principle and for the establishment of other necessary measures.

SUPPLEMENT.

Supplementary to, and in extension of, the armistice agreement, the contracting parties have agreed on the most speedy settlement for the immediate exchange of civilian prisoners and of prisoners of war who are unfit for further military service. The first question to be considered is the sending back to their homes of women, and of children under 14 years of age. The contracting parties will at once institute practical means for the amelioration of the condition of prisoners of war on both sides. This must be one of the most agreeable tasks in which the Governments will engage.

In order to promote the negotiations for peace, and in order to heal the grievous wounds inflicted upon civilization by the war, measures will be devised for the reestablishment of cultural and economic relations between the contracting parties. To this end the following will contribute: The reestablishment of postal and commercial intercourse, the sending of books and newspapers and the like within the limits allowed by the armistice.

For the settlement of the details, a mixed commission consisting of representatives of all the contracting parties shall shortly meet in Petrograd.

BREST-LITOVSK, *December 15, 1917.*

Accepted in principle, under reserve of final formulation.

(Signed) &c., &c., &c.

SWEDEN.

Royal proclamation relating to hospital ships, June 16, 1911.[1]

His Majesty's gracious proclamation regarding protection of certain marks which denote that the ship is intended for the help of the wounded and sick during the war. Given at Royal Palace at Stockholm, June 16, 1911.

We Gustav, by the grace of God, King of Sweden, etc., etc., make known: That after and in accordance with an international convention concluded on October 18, 1907, and acceded to by Sweden, an agreement has been made whereby military hospital ships shall be distinguished by being painted on the outside white with a horizontal green border about half a meter wide, and also that ships commissioned by private or certain officially acknowledged societies for medical attendance during war, shall be painted on the outside white with a horizontal red border of the same width.

We have in application of paragraph 5 in the law for the protection of certain international designations of medical attendance of June 2, instant, found for good and herewith graciously command that what in said law is stipulated in regard to the mark of "Red Cross" shall also be in force in regard to the use on board ships designated as stated above.

This proclamation is put into operation on January 1, 1912.

GUSTAV.

[1] A law of June 2, 1911, related to the protection of the Red Cross and other hospital and sanitary corps designations. A Roumanian law of similar effect was passed May 17/30, 1913.

Royal order, neutrality regulations, December 20, 1912.[1]

[Collection of Swedish fundamental laws, 1912, No. 346.]

No. 346 of December 30, 1912.

ROYAL ORDER CONCERNING THE NEUTRALITY OF SWEDEN IN CASE OF WAR BETWEEN FOREIGN POWERS. GIVEN AT THE ROYAL PALACE IN STOCKHOLM, DECEMBER 20, 1912.

We, Gustavus, King of Sweden, the Goths and Wends King, make known that it has pleased us to replace the order of April 30, 1904, concerning the neutrality of Sweden in case of war between foreign powers by the following:

CHAPTER 1.

War vessels of belligerent powers may enter Swedish harbors or roadsteads as well as other Swedish territorial waters with exceptions and restrictions, and on special conditions given below. In this order are considered as roadsteads, the open roadsteads in connection with the harbors of Varberg, Falkenberg, Halmstad, Ystad, Simrisham, Visby, and Ratan, as well as anchoring places in gulfs and the waters between the inside islands or skerries not continually submerged.

1. (*a*) It is forbidden belligerent war vessels to enter the ports and roadsteads of war, which have been proclaimed as such.

(*b*) It is also forbidden such vessels to enter inner territorial waters whose entrances are closed by submarine mines or other means of defense.

(*c*) The King reserves the right to forbid under the same conditions to the two belligerent parties, access to other Swedish ports or roadsteads and other defined parts of the interior Swedish waters, when special circumstances demand and for safeguarding the sovereign rights of the kingdom and to maintain its neutrality.

By inner territorial waters mentioned in this and in the foregoing point and also in point *a*, section 6, is meant as well harbors, entrances to harbors, roadsteads, and bays as waters between and inside islands and skerries not continually submerged with the exception of Oeresund where only the harbors and entrances to harbors are to be regarded as territorial waters.

(*d*) The King also reserves the right to forbid access to ports and roadsteads of the kingdom to belligerent war vessels which have neglected to conform to rules and prescriptions promulgated by the competent authorities of the kingdom and which have violated its neutrality.

2. (*a*) Belligerent war vessels are bound to respect the sovereign rights of the kingdom and to abstain from all acts which would be contrary to its neutrality.

[1] Similar to Danish decree, Naval War College, International Law Documents, 1916, p. 50, and Norwegian decree, Ibid, 1917, p. 181. See also Joint Declaration by Scandinavian Countries, ibid, 1917, p. 183

(*b*) All acts of hostility, including capture and the right of visit in reference to neutral vessels as well as vessels under the enemy flag, are strictly forbidden in the territorial waters of the kingdom. If it happens that a vessel has been captured in the territorial waters of the kingdom the prize should be released with its officers, crew, and cargo.

3. The simple passage of war vessels and of the prizes taken by belligerents through the territorial waters of the kingdom is permitted only to the extent to which access to these waters is accorded to them. (See section 1 above.)

4. (*a*) It is forbidden belligerent war vessels to remain more than 24 hours in ports, roadsteads or other territorial waters of the kingdom, except in case of damage, rough weather, or in consequence of rules (*c*) and (*d*) below. In these cases the vessels must leave as soon as circumstances permit. The rule in reference to the limitation of sojourn does not apply to war vessels exclusively intended for religious, scientific, or philanthropic purposes nor to military hospital ships.

(*b*) The maximum number of war vessels belonging to one belligerent party which may be at the same time in a port or roadstead of the kingdom is three.

(*c*) If war vessels of both belligerent parties are at the same time in a port or roadstead of the kingdom, there must elapse at least 24 hours between the departure of the war vessels belonging to one of the belligerent parties and those of the other, the order of departure being determined by the order of arrival, unless the vessel which arrived first is in the position where the prolongation of the duration of its sojourn is permitted.

(*d*) It is forbidden a belligerent war vessel to leave a port or roadstead of the kingdom less than 24 hours after the departure of a merchant vessel flying the enemy flag. It is the duty of the authorities concerned to arrange the departure of the merchant vessel so that the war vessel is not unnecessarily detained.

5. (*a*) In the ports or roadsteads of the kingdom, belligerent war vessels can repair their damages only to the extent necessary for the security of navigation, and they can not increase their military force in any manner whatsoever. The authorities of the kingdom will indicate the nature of the repairs to be made. The repairs should be completed as rapidly as possible.

(*b*) It is forbidden belligerent war vessels to employ the ports, roadsteads, and territorial waters of the kingdom in order to renew or increase their military equipment or armament or to complete their crews.

(*c*) Belligerent war vessels can revictual in the ports or roadsteads of the kingdom only sufficiently to complete their normal supplies in time of peace.

(*d*) In the ports and roadsteads of the kingdom, belligerent war vessels are permitted to take on fuel only in quantities necessary to fill the real coal bunkers, including fuel tanks. Having taken on

fuel in a port or roadstead of the kingdom they can not renew their fuel supplies in its ports or roadsteads until after three months.

6. (*a*) When navigating in the inner Swedish waters, war vessels belonging to belligerent powers have to make use of the examined Swedish State pilots according to the rules which in this respect are enforced upon war vessels during time of peace. Otherwise they are not allowed to make use of these pilots except in case of need to escape a threatening sea disaster.

(*b*) Sanitary, pilotage, customs, port and police regulations of the kingdom must be observed and respected by the belligerent war vessels.

CHAPTER II.

Privateers will be admitted neither in the ports and roadsteads nor in the territorial waters of the kingdom.

CHAPTER III.

1. It is forbidden to take prizes into ports or roadsteads of the kingdom except in the event of unseaworthiness, rough weather, or lack of fuel or provisions. A prize which has been brought into a port or roadstead of the kingdom for one of these causes must leave as soon as circumstances allow it.

2. No prize court can be established by a belligerent either on the territory or on board a vessel in the territorial waters of the kingdom. It is also forbidden to sell prizes in any of the ports or roadsteads of the kingdom.

CHAPTER IV.

1. It is forbidden belligerent powers to use ports or waters of the kingdom as bases for naval operations against their enemies.

It is especially forbidden to establish on the territory or in the territorial waters of the kingdom radio stations or any apparatus designed to serve as a means of communication with the belligerent forces whether on land or sea.

2. It is forbidden belligerents to organize fuel depots on either the territory of the kingdom or on vessels stationed in its territorial waters.

3. It is forbidden, within the jurisdiction of the kingdom, to equip or arm any vessel intended to cruise or to assist in belligerent operations against a power at peace with the kingdom. Equally forbidden is the departure from its jurisdiction of every vessel intended to cruise or to assist in belligerent operations and which have been adapted in whole or in part for war use within the said jurisdiction.

This order is brought into force immediately after publication.

Signed by our own hand and confirmed by our seal.

Royal palace at Stockholm, December 20. 1912.

[L. S.] GUSTAVUS.

(Foreign Office.) Countersign:

ALBERT EHRENSVAERD.

Note relating to extent of jurisdictional waters, March 5, 1915.

MARCH 5, 1915.

LEGATION OF SWEDEN,
Washington, D. C.

SIR: Following directions from my Government I have the honor to invite your excellency's attention to the fact that according to a long tradition, the territorial waters of Sweden extend 4 nautical miles (4 minutes or 7,420 meters) from the coast or from the furthest outlying islets or skerries, which are not continually washed over by the sea.[1]

With renewed assurances of my highest consideration, I have the honor to remain your excellency's most obedient servant.

W. A. F. EKENGREN.

His excellency the honorable W. J. BRYAN,
Secretary of State, e'c., e'c., etc.

Law relating to convoy, October 29, 1915.

[Issue from the press Nov. 2, 1915. (Title and date to be announced from the pulpit).]
Swedish Statutes, No. 411.

1915. No. 411.

HIS MAJESTY'S GRACIOUS PROCLAMATION CONCERNING THE CONVOYING OF SWEDISH MERCHANT SHIPS DURING WAR BETWEEN FOREIGN POWERS. GIVEN AT STOCKHOLM PALACE, OCT. 29, 1915.

We, Gustaf, by the grace of God, King of Sweden, and of the Goths and Wends, make proclamation that we, revoking the ordinance dated 10th June, 1912, regarding merchant ships under convoy of men-of-war, have found it good, after deliberating with the competent authorities, to decree as follows:

1. The purpose of convoying during war between foreign powers is, with due observance of what is decreed in this proclamation, to afford Swedish merchant ships protection against search and detention by warships of foreign powers.

2. A convoy is arranged when the King or that naval authority to whom the decision of the matter has been intrusted, considers that the circumstances necessitate such convoy.

A requisition for the arrangement of a convoy is to be made in writing, or by telegraph, to the King in the naval defense department, or to that naval authority to which the decision in the matter has been confided, and shall contain particulars as to the owners, or as regards the shipping company, the names of the principal owners, and also that of the captain, the name of the ship, its place of registration and number in the register of ships, the description and destination of the cargo, the shipper and consignee, the port of departure and destination of the ship, also the expected time of sailing.

[1] Similar claim made by Norway, waived May, 1918, see p. 118.

3. Application for the inclusion of a ship in the convoy shall, even if the ship has been mentioned in the requisition which has occasioned the arranging of the convoy, be made to the commander of the convoy and be accompanied by particulars as provided in the second part of section 2, and the commander of the convoy shall decide, with due reference to what is enacted in section 4, as to whether the application may be granted.

The application must be accompanied by a written undertaking to contribute such sum toward the expense of the convoy as the King may decide. Such undertaking shall be immediately sent in to the naval defense department.

4. Merchant ships which carry contraband of war, or which may reasonably be suspected of intending to render assistance contrary to the laws of neutrality to a neutral power, may not under any circumstances be included in the convoy.

5. In order to prevent merchant ships referred to in section 4 being included in the convoy, such measures of control as are considered suitable may be taken with regard to ships for which convoying has been applied.

It shall be obligatory for the captain of a ship for which convoying has been granted, both before sailing of the convoy to hand over the original ship's papers to the commander of the convoy and also, on requirement by the commander of the convoy, to give him a written assurance that the documents handed over are complete and in accordance with the actual conditions.

The ship's papers shall be returned to the captain at such time as the commander of the convoy considers desirable.

6. In order to prevent contraband being put on board it shall be the duty of the customs authorities, on request of the commander of the convoy and to the extent he may consider necessary, to set a watch over the ship for which a convoy has been requested, both while loading and after up to the sailing of the convoy, and also to assist in any examination of the cargo which may be undertaken by the commander of the convoy.

A report shall be drawn up by the authorized customs authorities with regard to the measures which they have taken, of which a certified copy shall be handed to the commander of the convoy before it sails. Where it can conveniently be done, the report may be replaced by a certificate issued by the customs authorities regarding the watch kept over the ship.

The shipowner shall defray the expense incurred by the customs authorities according to the certified scale of charges.

7. The commander of the convoy shall issue a certificate to the captains of those merchant ships who have obtained permission to be included in the convoy, and this certificate with the necessary instructions and a copy of this proclamation shall be handed to the captain of the merchant ship before the sailing of the convoy.

8. The captain of a merchant ship which is included in the convoy shall, together with his crew, be under obligation to obey the orders and directions which are given by the commander of the convoy, or by his authorized representative on his behalf, under pain of the ship otherwise being excluded from the convoy.

This proclamation shall come into force immediately upon being issued.

These ordinances are to be observed by all concerned.

And hereunto have we set our hand and seal.

Stockholm Palace, October 29, 1915.

(L. S.) GUSTAF.

Naval Defense Department.

DAN BROSTRÖM.

Decree relating to internment of belligerent war vessels, July 7, 1915.

Commando-Expedition of the Royal Naval Department.

No. 891.

To the Chief of the Naval Staff:

His Majesty has graciously ordered that the following rules are to be observed as to dismantling of a war vessel belonging to a belligerent power and location of its crew, in case that the vessel has entered Swedish territorial waters and been detained there:

SECTION 1. If a war vessel belonging to a foreign power has entered Swedish territorial waters and according to existing rules has to be detained and dismantled, the commander of the naval forces in the district where the vessel is to be found indicates the place where the vessel must be dismantled. In case of absence of the commander, the proper military authorities (on Gotland the military governor) takes charge of the vessel.

SEC. 2. (1) Regarding dismantling, etc., the commander mentioned in section 1 must take the following measures:

The propeller machinery must be made temporarily incapable of use by taking away one or several parts or reserve parts if such are found. The gun equipment, torpedoes, mines, and small arms are either to be dealt with in the same way or have to be brought on land. All gunner and small arms ammunition as well as torpedo and mine loads on board are to be brought on land, if the circumstances allow it.

A radiotelegraph station, eventually erected on the vessel, must be made unworkable.

(2) If the vessel has been dismantled in a war port or corresponding district, the measures mentioned in section 1 may by special permission of the King be confined in proportion to the possibility of securing the aims of dismantling by other means. Contrarily, if the circumstances demand it, the measures mentioned in section 1 have to be extended.

(3) The military authorities concerned (on Gotland the military governor) are charged with the location of officers and crew of a detained vessel either on their own vessel or on another vessel or on land.

If not located on board of the detained vessel, necessary personnel must remain for maintenance and safekeeping of vessel and its material.

SEC. 3. (1) A supervision of the vessel must be established, and if this can not be promptly executed from land a guard must be placed on board.

Where officers and crew are located, supervision must be arranged, so as to lessen the possibility of escaping.

For the located personnel special boundaries are designated; it is prohibited to leave these without special permission, on penalty of further restrictions. Officers may by special permission of the King be given liberty on their word of honor not to leave designated districts.

(2) The maintenance of the personnel is intrusted to the military authorities mentioned in section 1.

(3) The commander concerned takes charge of the vessel's cash. It is not allowed to use this money for expenditures caused by maintenance of the crew, without special permission of the King.

(4) The military authorities submit directly to the King a report on the achieved dismantling and on the location of the crew. The report must indicate the vessel's name, number of the crew, quantity of war material, and amount of the cash.

These contents hereby brought to your knowledge.

Stockholm, July 7, 1915.

DAN BROSTROEM.

Countersigned:

G. H. LIDBECK

Regulations for navigation of Kogrund Passage,[1] *July 29, 1916.*

Circular of the Chief Hydrographic Department, Russia, No. 102, 52, August 20, 1916.

MINING OF THE KOGRUND FAIRWAY—SAILING RULES.

The following rules have been announced by the Swedish Government:

No. 1. Care of mines will be maintained by the fleet in the Kogrund Fairway between 55° 26′ and 55° 28′ north latitude, and between 12° 47′ 8″ and 12° 50′ 6″ east longitude.

No. 2. Commercial ships and steamers are not to enter in the zone mentioned in No. 1 without proper permission or must otherwise run the risk of being blown up or stopped in their course by force, and must comply with stipulations regarding navigation, and with such instructions as they may be given by commander of any Swedish warship or by pilots. The Swedish warship that will be dispatched to advise ships about the above-stated rules will make, at the request to stop, the following signals:

The signal M N according to the international code, or in the night, according to Morse's system, the signal — . . with a lantern, searchlight, whistle, siren, or with one or several gun or rifle blank shots (in case of necessity, two or more of the above-stated signals are made at the same time).

[1] See decree July 14, 1916, International Law Documents, 1917, p. 215.

No. 3. The Kogrund Fairway may be used exclusively by—

(*a*) Swedish warships and also by all other ships belonging to or maintained by the Swedish Government.

(*b*) Swedish commercial ships keeping up regular coast navigation in Erezund (Zund).

(*c*) Swedish commercial ships bound from abroad to Swedish Baltic ports, and which are passing through the fairway with cargoes only from the said ports or in ballast.

(*d*) Swedish ships (to which belong also ships having a capacity less than 20 registered tons) sailing from one Swedish port under contract to another Swedish port.

No. 4. (1) On the latitude 55° 31′ 5″ N. and longitude 12° 51′ 0″ E. is set for the direction of navigation, a lightship with an inscription "KGRN–a" and a distinctive sign consisting of a black cone having its top part up and (2 meters below) a black globe; the lightship has in the night, besides lights for ships at anchor, a white light and 2 meters lower a red light; both lights are seen from a distance of 2 miles at least.

In latitude 55° 21′ 4″ N. and longitude 12° 48′ 2″ E. is stationed another lightship marked "KGRS–a" and having, moreover, the same distinctive signs as the first one.

(2) Commercial ships and vessels entering the mined zone are obliged, even without any request, to stop and to anchor in the neighborhood of one of the respective lightships and wait the approach of one of the guard ships and they may not pass the mined district until they have received, after the customary inspection, permission from the commander of the guard ship.

Commercial ships coming from a southern fairway to the south of the reef Falsterbo, must, however, according to the general regulation, be subjected, before entering the said fairway, to the above-mentioned inspection under the supervision of the commanding naval officer who has been put in charge of the command of the mined zone.

(4) It is forbidden to navigate the mined zone during night and in thick weather.

No. 5. (1) Commercial ships passing by the Kogrund Fairway not in tow or not being preceded by a ship belonging to or in charge of the Swedish Government, must, after having paid the fixed taxes, use a Swedish Government pilot who must be subordinate in everything regarding the sailing in the fairway, to the commanding officer, to whom the responsibility of command has been given over the mined zone; the said pilots must strictly be directed by the regulation of this decree, as well as by separate orders which may be issued by the above mentioned commanding officer.

(2) A ship, having not the necessary Crown pilot when entering the Kogrund Fairway, can receive one from the lightship stated in No. 4.

These regulations confirmed by the King's decree enter into force from July 29 (new style) of this year until their recall. Those who are concerned by it must be in absolute submission to it.

(Signed) General JDANKO.
Colonel GLASOFF.

Regulations for navigation in mine fields, 1916.

Notices to mariners—Marine ministry—Principal Hydrographic Board, Russia.

The former information is abolished herewith.

Warning: All vessels when entering mined ports along Sweden's coast must strictly observe all directions given from guard ships or by other means in order to avoid accidents.

To distinguish guard ships they will signal as follows:

By day and in good weather, signal by international code "M. N."

By night, signal by Morse system . — . . repeating several times.

During fog, firing from guns or arms.

(I) East and South Coasts—Mines and Obstacles.

Warning: Information is received that mines and obstacles are laid at the following places:

(A) Southern Kvarken.

(C) Aolands Sea.

(D) Entrance to Soedertelje.

(E) At the approach to Stockholm and in the channel between the fortified districts Vaxholm and Oskar Fredriksborg.

(F) Entrance to Faroesund.

(H) In the harbor of Karlskrona.

In order to avoid mines in the Southern Kvarken, Aolands Sea, and out at sea from Stockholmskaergaord (skerries), it is recommended that mariners employ the inner channels in the skerries of Oeregrund and the inner fairway between Arholma and Landsort.

If it is impossible to navigate in the inner channels without entering mine districts, mariners are advised to use the zone of Swedish territorial waters.

(II) West Coast—Mines.

Warning: Mines are laid at the following places:

(*a*) Goeteborg.

(*b*) In the Ellelos fiord, Stig fiord, Hakefiord, and at the entrance to Uddevalla, in the inner side of the line from Essvik (on Bokenaes) through Islandsberg light, Eckerce light (so Molloe sund), Graen light (S. Kladesholm), and the inner mark of Lekskaer to Korshamn.

(*c*) The entrance to Kungsbacka fiord in the inner side of the line at 90° (SO 81°) from the Southern promontory of the peninsula Onsala (Hallsunds point).

N. B.—Information is also received that mines will be laid at other places along the western coast of Sweden without further notice.

It is prohibited for war vessels of belligerent powers to enter the districts (*b*) and (*c*).

RULES FOR GOETEBORG.

During trial installation of mines outside Goeteborg some channels may be closed by day

From Stockholmskaer will be announced what entrance is closed for vessels entering and leaving, and the guard ship will give further directions.

The signals are the following:

By day. Two ballons signify that the channel between Knippeholm and Hunnebaden (Goeteborgagrund) is closed, and one may use the route south off Hunnebaden.

The ballon upon the cone signifies that the channel between Hunnebaden and Stockholmskaer is closed and one may use the route north off Hunnebaden.

TURKEY.

Circular relating to defensive sea area near the coast of Asia Minor, August 26, 1916.

SUBLIME PORTE,
MINISTRY OF FOREIGN AFFAIRS,
August 26, 1916.

Gl. No. 86331.
S1. No. 53.
Circular.

NOTE VERBALE.

It appears from a communication from the vice commander in chief of the imperial army that since the military authorities have to fire on the enemy ships passing between the coast and the islands of Khios and Samos, and that since it is not possible to distinguish between enemy ships and those which are neutral, neutral vessels should not navigate in those regions in order to avoid any regrettable accidents.

The ministry of foreign affairs in complying with the desire expressed by the vice commander in chief has the honor to request the embassy of the United States of America to kindly notify what preceded to the interested parties in order that they should absolutely refrain from frequenting the said region.

To the embassy of the United States of America.

Terms of Armistice with Allied Powers, signed at Mudros, Island of Lemnos, October 30, 1918.[1]

Conditions of an armistice agreed to and concluded between Vice Admiral the Honorable Sir Somerset Arthur Gough-Calthorpe, British Commander in Chief of the Mediterranean Station, acting under authority from the British Government, in agreement with their Allies, and His Excellency Raouf Bey, Turkish Minister of Marine;

[1] The text printed is that given out by the British Government. It differs from the text published in America, particularly in that Art. 15 was not included in the cabled version. There were consequent differences in order and numbering.

His Excellency Rechad Hikmet Bey, Turkish Under Secretary for Foreign Affairs; Lieutenant-Colonel Saadullah Bey, Turkish General Staff, acting under authority from the Turkish Government.

1. Opening of Dardanelles and Bosphorus and secure access to the Black Sea. Allied occupation of the Dardanelles and Bosphorus forts.

2. Positions of all mine fields, torpedo tubes, and other obstructions in Turkish waters to be indicated and assistance given to sweep or remove them, as may be required.

3. All available information concerning mines in the Black Sea to be communicated.

4. All allied prisoners of war and Armenian interned persons and prisoners to be collected in Constantinople and handed over unconditionally to the Allies.

5. Immediate demobilization of the Turkish army, except such troops as are required for surveillance of frontiers and for the maintenance of internal order. (Number of effectives and their disposition to be determined later by the Allies after consultation with the Turkish Government.)

6. Surrender of all war vessels in Turkish waters or in waters occupied by Turkey. These ships will be interned in such Turkish port or ports as may be directed, except such small vessels as are required or police or similar purposes in Turkish territorial waters.

7. The Allies to have the right to occupy any strategic points in the event of any situation arising which threatens the security of the Allies.

8. Free use by allied ships of all ports and anchorages now in Turkish occupation and denial of their use by the enemy. Similar conditions are to apply to Turkish mercantile shipping in Turkish waters for purposes of trade and the demobilization of the army.

9. Use of all ship repair facilities at all Turkish ports and arsenals.

10. Allied occupation of the Taurus tunnel system.

11. Immediate withdrawal of Turkish troops from northwest Persia to behind the pre-war frontier has already been ordered, and will be carried out. Part of Transcaucasia has already been ordered to be evacuated by Turkish troops. The remainder to be evacuated if required by the Allies after they have studied the situation there.

12. Wireless, telegraph, and cable stations to be controlled by the Allies, Turkish Government messages excepted.

13. Prohibition to destroy any naval, military, or commercial material.

14. Facilities to be given for the purchase of coal and oil fuel, and naval material from Turkish sources, after the requirements of the country have been met. None of the above materials to be exported.

15. Allied control officers to be placed on all railways, including such portions of the Transcaucasian railways now under Turkish control, which must be placed at the free and complete disposal of the allied authorities, due consideration being given to the needs of the population. This clause to include allied occupation of Batum. Turkey will raise no objection to the occupation of Baku by the Allies

16. Surrender of all garrisons in Hedjaz, Assir, Yemen, Syria, and Mesopotamia to the nearest allied commander, and the withdrawal of troops from Cilicia, except those necessary to maintain order, as will be determined under clause 5.

17. Surrender of all Turkish officers in Tripolitania and Cyrenaica to the nearest Italian garrison. Turkey guarantees to stop supplies and communications with those officers if they do not obey the order to surrender.

18. Surrender of all ports occupied in Tripolitania and Cyrenaica, including Misurata, to the nearest allied garrison.

19. All Germans and Austrians, naval, military, and civilian, to be evacuated within one month from Turkish dominions, those in remote districts as soon after as may be possible.

20. Compliance with such orders as may be conveyed for the disposal of the equipment, arms, and ammunition, including transport of that portion of the Turkish army which is demobilized under clause 5.

21. An allied representative to be attached to the Turkish ministry of supplies in order to safeguard allied interests. This representative to be furnished with all information necessary for this purpose.

22. Turkish prisoners are to be kept at the disposal of the allied powers. The release of Turkish civilian prisoners and prisoners over mlitary age to be considered.

23. Obligation on the part of Turkey to cease all relations with the Central Powers.

24. In case of disorder in the six Armenian vilayets the Allies reserve to themselves the right to occupy any part of them.

25. Hostilities between the Allies and Turkey shall cease from noon, local time, on Thursday, 31st October, 1918.

Signed in duplicate on board His Britannic Majesty's Ship *Agamemnon*, at Port Mudros, Lemnos, the 30th October, 1918.

ARTHUR CALTHORPE.
HUSSEIN RAOUF.
RECHAD HIKMET.
SAADULLAH.

UNITED STATES.

WAR MEASURES.

Act relating to the violation of regulations for defensive sea areas, March 4, 1917.

[Naval appropriation act, 1917, 39 Stat., 1194.]

That section forty-four of the act entitled "An act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, be, and the same is hereby, amended to read as follows:

"SEC. 44. Whoever shall willfully trespass upon, injure, or destroy any of the works or property or material of any submarine mine or

torpedo or fortification or harbor-defense system owned or constructed or in process of construction by the United States, or shall willfully interfere with the operation or use of any such submarine mine, torpedo, fortification, or harbor-defense system, or shall knowingly, willfully, or or wantonly violate any duly authorized and promulgated order or regulation of the President governing persons or vessels within the limits of defensive sea areas, which defensive sea areas are hereby authorized to be established by order of the President from time to time as may be necessary in his discretion for purposes of national defense, shall be punished, on conviction thereof in a district or circuit court of appeals of the United States for the district or circuit in which the offense was committed, or into which the offender is first brought, by a fine of not more than $5,000, or by imprisonment for a term not exceeding five years, or by both, in the discretion of the court."

Act defining the application of the neutrality laws to subjects of co-belligerents with the United States, May 7, 1917.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section ten of chapter two of an act entitled "An act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, be amended so as to read as follows:

"SEC. 10. Whoever, within the territory or jurisdiction of the United States, enlists or enters himself, or hires or retains another person to enlist or enter himself, or to go beyond the limits of jurisdiction of the United States with intent to be enlisted or entered in the service of any foreign prince, State, colony, district, or people as a soldier or as a marine or seaman on board of any vessel of war, letter of marque, or privateer shall be fined not more than $1,000 and imprisoned not more than three years: *Provided,* That this section shall not apply to citizens or subjects of any country engaged in war with a country with which the United States is at war, unless such citizen or subject of such foreign country shall hire or solicit a citizen of the United States to enlist or go beyond the jurisdiction of the United States with intent to enlist or enter the service of a foreign country. Enlistments under this provision shall be under regulations prescribed by the Secretary of War."

Approved, May 7, 1917.

Regulation relating to anchorage and navigation of vessels in waters of United States, February 25, 1918.

[Official United States Bulletin, No. 245, p. 3.]

FEBRUARY 25, 1918.

To collectors of customs and others concerned:

In accordance with Title II, section 1, of the so-called espionage act approved June 15, 1917, entitled, "An act to punish acts of interference with the foreign relations, the neutrality, and the foreign commerce of

the United States, to punish espionage, and to better enforce the criminal laws of the United States, and for other purposes," and with the Executive order dated December 3, 1917, the following rules and regulations are promulgated:

1. All existing rules and regulations governing anchorages and movements of vessels in the navigable waters of the United States established by lawful authority are hereby reaffirmed and continued in force during the period of the present war, under the authority vested in the Secretary of the Treasury by the aforesaid act and Executive order.

2. The following persons are hereby authorized to enforce the rules and regulations governing the anchorage of vessels herein reaffirmed or promulgated:

(*a*) For the port and harbor of New York and vicinity, the officer designated by the Secretary of the Treasury as captain of the port.

(*b*) For the port of Norfolk, Hampton Roads, and vicinity the officer designated by the Secretary of the Treasury as captain of the port.

(*c*) For all other ports and territorial waters of the United States, the collectors of customs for the district in which such port and waters are located, or the captain of the port when such officer has been designated by the Secretary of the Treasury.

INSPECTION OF VESSELS.

3. The collector of customs, through the captain of the port, or other agency acting for the collector, is hereby authorized to inspect and search at any time any vessel, foreign or domestic, or any person or package thereon, within the territorial waters of the United States, to place guards upon such vessels, and to remove therefrom any or all persons not specially authorized by him to go or to remain on board thereof.

4. The collector of customs, through the captain of the port, or other agency acting for the collector, is hereby authorized to take full possession and control of any vessel, foreign or domestic, in the territorial waters of the United States, whenever, in his judgment, such action is necessary in order to secure such vessel from damage or injury, or to prevent damage or injury to any harbor or waters of the United States or to secure the observance of the rights and obligations of the United States.

5. The collector of customs shall refuse clearance to any vessel having on board inflammable and explosive articles so laden or stowed as to render the same unnecessarily dangerous to navigation, and may also refuse clearance to any vessel bound for a foreign port with any person on board, either as officer, member of the crew, or passenger, whose departure from the United States on such vessel has been determined by the action of the proper Federal authorities to be inimical to the interests of the United States in the conduct of the war.

6. The Secretary of the Treasury may require all lighters, barges, tugs, motor boats, sailboats, and similar craft operating in the harbor

or waters of any port of entry, to be especially licensed by the collector of customs for such purpose, and may revoke any license so granted for any failure to comply with the anchorage or harbor regulations for such port, or to obey the orders of the captain of the port in such regard, or for any act inimical to the interests of the United States in the conduct of the war.

W. G. McADOO,
Secretary of the Treasury.

Approved:
WOODROW WILSON,
President.

26 FEBRUARY, 1918.

Executive order establishing defensive sea area, June 29, 1918.

[Official United States Bulletin, No. 350, p. 1.]

In accordance with the authority vested in me by section forty-four[1] of the act entitled "An act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, as amended by the act "Making appropriations for the naval service for the fiscal year ending June thirtieth, nineteen hundred and eighteen, and for other purposes," approved March fourth, nineteen hundred and seventeen, I Woodrow Wilson, President of the United States, do order that the defensive sea area at Chesapeake entrance and the defensive sea area at Hampton Roads, established by Executive order under date of April fifth, nineteen hundred and seventeen,[2] be hereby abolished.

And further, I do order established, subject to the same disclaimer of responsibility for damage inflicted as proclaimed in said order of April fifth, nineteen hundred and seventeen, a defensive sea area, to be maintained until further notification, at the place and within the limits described as follows—that is to say:

Lower Chesapeake:

Outer limit.—Line parallel to that joining Cape Henry Light and Cape Charles Light and 4 nautical miles to eastward thereof, and the lines from Cape Charles Light and from Cape Henry Light perpendicular to this line.

Inner limits.—Line tangent to end of wharf on west side of Old Point Comfort and Fort Wool, and a line running from Back River Light through the Light Vessel marking the southern end of the 35-foot cut known as the Baltimore Channel, thence to the eastern shore of Virginia.

And I do further order that the "Regulations for Carrying into Effect the Executive Order of the President Establishing Defensive Sea Areas," approved by me April 5, 1917,[2] duly promulgated and published, are and shall be considered as of full effect and binding on all

[1] Supra, p. 161.
[2] Naval War College International Law Documents, 1917, p. 233, 237.

persons and vessels within the limits of the defensive sea area hereby established.

The designated points for ships entering and leaving the defensive sea area herein established shall be as follows:

Eastern limit.—Chesapeake Bay main ship channel entrance buoy.

Western limit.—In channel to northwestward of entrance buoy of dredged channel, Elizabeth River.

Northern limit.—Light vessel marking the southern end of the 35-foot cut known as the Baltimore Channel, thence to the eastern shore of Virginia.

WOODROW WILSON.

THE WHITE HOUSE, *June 29, 1918.*

Proclamation putting into effect law to prevent the acquisition of national ships or yards by foreign interests, August 7, 1918.

(Official U. S. Bulletin, No. 386, p. 2.)

By the President of the United States of America:

A PROCLAMATION.

Whereas, an act of Congress, entitled "Shipping act, 1916," approved September 7, 1916, as amended by an act of Congress entitled "An act to amend the act approved September 7, 1916, entitled, 'An act to establish a United States Shipping Board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its territories and possessions and with foreign countries; to regulate carriers by water in the foreign and interstate commerce of the United States; and for other purposes,'" approved July 15, 1918, contains the following provisions:

SEC. 37. That when the United States is at war or during any national emergency, the existence of which is declared by proclamation of the President, it shall be unlawful, without first obtaining the approval of the board:

(*a*) To transfer or to place under any foreign registry or flag any vessel owned in whole or in part by any person a citizen of the United States or by a corporation organized under the laws of the United States, or of any State, Territory, District, or possession thereof; or

(*b*) To sell, mortgage, lease, charter, deliver, or in any manner transfer, or agree to sell, mortgage, lease, charter, deliver, or in any manner transfer, to any person not a citizen of the United States (1) any such vessel or any interest therein, or (2) any vessel documented under the laws of the United States, or any interest therein, or (3) any shipyard, dry dock, shipbuilding or ship-repairing plant or facilities, or any interest therein; or

(*c*) To enter into any contract, agreement, or understanding to construct a vessel within the United States for or to be delivered to any person not a citizen of the United States, without expressly stipulating that such construction shall not begin until after the war or emergency proclaimed by the President has ended; or

(*d*) To make any agreement, or effect any understanding whereby there is vested in or for the benefit of any person not a citizen of the United States, the controlling interest or a majority of the voting power in a corporation which is organized under the laws of the United States, or of any State, Territory, District, or possession thereof, and which owns any vessel, shipyard, dry dock, or ship-building or ship-repairing plant or facilities; or

(*e*) To cause or procure any vessel constructed in whole or in part within the United States, which has never cleared for any foreign port, to depart from a port of the United States before it has been documented under the laws of the United States.

And whereas the destruction of maritime tonnage during the present war has rendered it imperative that the American merchant marine be retained under American control and free from alien influence;

Now, therefore, I, Woodrow Wilson, President of the United States of America, acting under authority conferred in me by said act, do hereby proclaim that a state of war and a national emergency within the meaning of said act do now exist, and I do hereby enjoin all persons from doing of the things in said act declared to be unlawful.

For the purposes of said act of Congress, the national emergency herein proclaimed shall be deemed to continue until its termination has been evidenced by a proclamation of the President.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia this 7th day of August, in the year of our Lord 1918, and of the Independence of the United States of America the one hundred and forty-third.

[SEAL.] WOODROW WILSON.

By the President:

FRANK L. POLK,
Acting Secretary of State.

REQUISITION OF FOREIGN VESSELS.

Proclamation taking over Dutch vessels, March 20, 1918.[1]

(Official United States Bulletin, No. 263, p. 1.)

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas the law and practice of nations accords to a belligerent power the right in times of military exigency and for purposes essential to the prosecution of war to take over and utilize neutral vessels lying within its jurisdiction;

And whereas the act of Congress of June 15, 1917, entitled "An act making appropriations to supply urgent deficiencies in appropriations for the Military and Naval Establishments on account of war expenses for the fiscal year ending June thirtieth, nineteen hundred and seventeen, and for the other purposes," confers upon the President power to take over the possession of any vessel within the jurisdiction of the United States for use or operation by the United States:

Now therefore, I, Woodrow Wilson, President of the United States of America, in accordance with international law and practice, and

[1] See also correspondence with the Netherlands Government respecting the requisitioning of ships by the associated governments, British Parl. Pap., Misc. No. 11 (1918); correspondence with the Netherlands Government regarding the requisitioning by His Majesty's Government of British owned or chiefly British owned ships under neutral flags, British Parl. Pap., Misc. No. 5 (1918).

by virtue of the act of Congress aforesaid, and as Commander in Chief of the Army and Navy of the United States, do hereby find and proclaim that the imperative military needs of the United States require the immediate utilization of vessels of Netherlands registry, now lying within the territorial waters of the United States; and I do therefore authorize and empower the Secretary of the Navy to take over on behalf of the United States the possession of and to employ all such vessels of Netherlands registry as may be necessary for essential purposes connected with the prosecution of the war against the Imperial German Government. The vessels shall be manned, equipped, and operated by the Navy Department and the United States Shipping Board, as may be deemed expedient; and the United States Shipping Board shall make to the owners thereof full compensation, in accordance with the principles of international law.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this twentieth day of March, in the year of our Lord one thousand nine hundred and eighteen, and of the independence of the United States of America the one hundred and forty-second.

WOODROW WILSON.

By the President:
ROBERT LANSING,
Secretary of State.

Statement by the President with reference to taking over Dutch vessels, March 20, 1918.

(Official United States Bulletin, No. 263, p. 1.)

For some months the United States and the Entente Allies have been conducting negotiations with the Dutch Government with the object of concluding a general commercial agreement.

A very clear statement of the character of these negotiations was made on March 12 to the Dutch Parliament by his excellency the minister of foreign affairs of Holland.[1] As appears from the statement, the discussion proceeded upon the basis of two fundamental propositions, namely, that the United States and the Allies should facilitate the importation into Holland of foodstuffs and other commodities required to maintain her economic life, and that Holland should restore her merchant marine to a normal condition of activity.

It was the task of the negotiators to develop a specific application of these propositions which would be acceptable to the Governments concerned.

Early in January, 1918, the negotiators came to an understanding which was embodied in a tentative agreement, which was submitted to

[1] Official United States Bulletin, No. 259, p. 1. For statement issued by Netherlands Government in Staats Courant, Mar. 30, 1918, ibid. No. 283, p. 2, and answer by United States Department of State, Apr. 13, 1918, ibid., No. 283, p. 1.

the Governments concerned in order that if acceptable it might be ratified, or if unacceptable a counter proposal might be made.

The negotiations becoming prolonged, the Dutch delegates proposed, in order that their ships might sooner be put into remunerative service, that Dutch tonnage lying idle in American waters should, with certain exceptions, be immediately chartered to the United States for periods not exceeding 90 days.

This proposal was accepted by the United States Government, and on January 25, 1918, the Dutch minister at Washington handed to the Secretary of State of the United States a note expressing the terms of the temporary chartering agreement and his Government's acceptance thereof. This agrement provided, among other things, that 150,000 tons of Dutch shipping should, at the discretion of the United States, be employed partly in the service of Belgian relief and partly for Switzerland on safe conduct to Cette, France, and that for each ship sent to Holland in the service of Belgian relief a corresponding vessel should leave Holland for the United States. Two Dutch ships in the United States ports with cargoes of foodstuffs were to proceed to Holland, similar tonnage being sent in exchange from Holland to the United States for charter as in the case of other Dutch ships lying in the United States ports.

The agreement was explicitly temporary in character and, being designed to meet an immediate situation, prompt performance was of the essence. The Dutch Government at once disclosed, however, that it was unwilling or unable to carry out this chartering agreement which it had itself proposed. The first desire of the United States was to secure at once shipping, as contemplated by the agreement, to transport to Switzerland foodstuffs much needed by the State. One difficulty after another was, however, raised to postpone the chartering of Dutch ships for Swiss relief, and, although the reason was never formally expressed, it was generally known that the Dutch shipowners feared lest their ships should be destroyed by German submarines, even though on an errand of mercy, and though not traversing any of the so-called "danger zones" proclaimed by the German Government. That this fear was not wholly unjustified has, unhappily, been shown by the recent act of the German Government in sinking the Spanish ship *Sardinero* outside the "danger zone" when carrying a cargo of grain for Switzerland, and after the submarine commander had ascertained this fact by an inspection of the ship's papers.

In respect of Belgian relief, the Dutch Government expressed its present inability to comply with the agreement on the ground that the German Government had given Holland to understand that it would forcibly prevent the departure from Holland of the corresponding ships, which under the agreement were to leave coincidently for the United States. The Dutch Government even felt itself unable to secure the two cargoes of foodstuffs, which under the agreement it was permitted to secure, since here again the German Government intervened and

threatened to destroy the equivalent Dutch tonnage which under the agreement was to leave Holland for the United States.

Nearly two months have elapsed since the making of the temporary chartering agreement, and the proposed general agreement has lain even longer without reply on the part of Holland. Meanwhile German threats have grown more violent, with a view to preventing any permanent agreement and of forcing Holland to violate any temporary agreement.

On March 7, through Great Britain, a final proposal, expiring on the 18th, was submitted to Holland. A reply has been received which, while in itself unacceptable, might under other conditions have served as a basis for further negotiations. But the events to which I have alluded had served to demonstrate conclusively that we have been attempting to negotiate where the essential basis for an agreement, namely, the meeting of free wills, is absent. Even were an agreement concluded, there is lacking that power of independent action which alone can assure performance. I say this not in criticism of the Dutch Government. I profoundly sympathize with the difficulty of her position under the menace of a military power which has in every way demonstrated its disdain of neutral rights. But, since coercion does in fact exist, no alternative is left to us but to accomplish, through the exercise of our indisputable rights as a sovereign, that which is so reasonable that in other circumstances we could be confident of accomplishing it by agreement.

Steps are accordingly being taken to put into our service Dutch shipping lying within our territorial jurisdiction. This action on our part and the similar action which is being taken by Governments associated with us leaves to Holland ample tonnage for her domestic and colonial needs. We have informed the Dutch Government that her colonial trade will be facilitated and that she may at once send ships from Holland to secure the bread serials which her people require. These ships will be freely bunkered and will be immune from detention on our part. The liner *New Amsterdam*, which came within our jurisdiction under an agreement for her return, will, of course, be permitted at once to return to Holland. Not only so, but she will be authorized to carry back with her the two cargoes of foodstuffs which Holland would have secured under the temporary chartering agreement had not Germany prevented. Ample compensation will be paid to the Dutch owners of the ships which will be put into our service, and suitable provision will be made to meet the possibility of ships being lost through enemy action.

It is our earnest desire to safeguard to the fullest extent the interests of Holland and of her nationals. By exercising in this crisis our admitted right to control all property within our territory, we do no wrong to Holland. The manner in which we proposed to exercise this right and our proposals made to Holland concurrently therewith can not, I believe, fail to evidence to Holland the sincerity of our friendship toward her.

WOODROW WILSON.

Statement of the Navy Department with reference to taking over of Dutch vessels, March 20, 1918.

(Official United States Bulletin, No. 263, p. 1.)

The following statment was given out by Secretary Daniels:

In compliance with a proclamation of the President and in accordance with the rules of international law which gives to belligerent powers the right in time of military exigency and for purposes essential to the prosecution of war the authority to take over and utilize neutral vessels lying within its jurisdiction, orders were given to take over and man by the Navy all the Dutch ships now lying within the territorial waters of the United States. These vessels will be taken over immediately and manned by the Navy and will be operated as may be necessary for essential purposes connected with the prosecution of the war. The services to which they will be placed will be jointly determined between the Navy Department and the United States Shipping Board. Later on it may become advisable to man some of these vessels with merchant crews supplied by the Shipping Board, dependent upon the special service on which they will be employed.

Executive order authorizing taking over of materials on Dutch ships, March 28, 1918.

[Official United States Bulletin, No. 273, p. 1.]

EXECUTIVE ORDER.

In pursuance of the authority conferred upon the President of the United States by the act approved June 15, 1917, entitled "An act making appropriations to supply urgent deficiencies for the fiscal year ending June 30, 1917, and for other purposes," the Secretary of the Navy is hereby authorized and directed to take over, on behalf of the United States, possession of all tackle, apparel, furniture, and equipment, and all stores, including bunker fuel, aboard each of the vessels of Netherlands registry now lying within the territorial jurisdiction of the United States, possession of which was taken in accordance with the proclamation of the President of the United States promulgated March 20, 1918; and in every instance in which such possession has heretofore been taken of such tackle, apparel, furniture, equipment, and stores, such taking is hereby adopted and made of the same force and effect as if it had been made subsequent to the signing of this Executive order.

The United States Shipping Board shall make to the owners of any tackle, apparel, furniture, equipment, and stores taken under the authority of this order full compensation in accordance with the principles of international law.

WOODROW WILSON.

THE WHITE HOUSE, *March 28, 1918.*

Executive order requisitioning Austro-Hungarian merchant vessel. May 11, 1918.

[Official United States Bulletin, No. 328, p. 10.]

Whereas the following joint resolution adopted by Congress was approved by the President May 12, 1917:

Joint resolution authorizing the President to take over for the United States the possession and title of any vessel within its jurisdiction which at the time of coming therein was owned in whole or in part by any corporation, citizen, or subject of any nation with which the United States may be at war, or was under register of any such nation, and for other purposes.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized to take over to the United States the immediate possession and title of any vessel within the jurisdiction thereof, including the Canal Zone and all territories and insular possessions of the United States except the American Virgin Islands, which at the time of coming into such jurisdiction was owned in whole or in part by any corporation, citizen, or subject of any nation with which the United States may be at war when such vessel shall be taken, or was flying the flag of or was under register of any such nation or any political subdivision or municipality thereof; and, through the United States Shipping Board, or any department or agency of the Government, to operate, lease, charter, and equip such vessel in any service of the United States, or in any commerce, foreign or coastwise.

SEC. 2. That the Secretary of the Navy be, and he is hereby, authorized and directed to appoint, subject to the approval of the President, a board of survey, whose duty it shall be to ascertain the actual value of the vessel, its equipment, appurtenances, and all property contained therein, at the time of its taking, and to make a written report of their findings to the Secretary of the Navy, who shall preserve such report with the records of his department. These findings shall be considered as competent evidence in all proceedings on any claim for compensation.

And whereas the following vessel was, at the time of coming into the jurisdiction of the United States, owned in whole or in part by a corporation, citizen, or subject of the Empire of Austria-Hungary, a nation with which the United States is now at war, or was flying the flag of or under the register of the Empire of Austria-Hungary, or of a political subdivision or municipality thereof:

Passenger steamship *Martha Washington*, now lying at the port of New York:

It is therefore ordered: That through the United States Shipping Board there be taken over to the United States the possession and title of the aforementioned vessel. The United States Shipping Board is further hereby authorized to repair, equip, and man said vessel; to operate, lease, or charter the same in any service of the United States, or in any commerce, foreign or coastwise; and to do and perform any and all things that may be necessary to accomplish the purposes of the joint resolution above set forth.

WOODROW WILSON.

THE WHITE HOUSE,
11 May, 1918.

CENSORSHIP REGULATIONS.

Executive order relating to censorship of telegraph, telephone, and cable lines, April 28, 1917.

(Official United States Bulletin, No. 1, p. 8.)

EXECUTIVE ORDER.[1]

CENSORSHIP OF SUBMARINE CABLES, TELEGRAPH AND TELEPHONE LINES.

Whereas the existence of a state of war between the United States and the Imperial German Government makes it essential to the public safety that no communication of a character which would aid the enemy or its allies shall be had.

Therefore, by virtue of the power vested in me under the Constitution and by the joint resolution passed by Congress on April 6, 1917, declaring the existence of a state of war, it is ordered that all companies or other persons owning, controlling, or operating telegraph and telephone lines or submarine cables are hereby prohibited from transmitting messages to points without the United States, and from delivering messages received from such points, except those permitted under rules and regulations to be established by the Secretary of War for telegraph and telephone lines and by the Secretary of the Navy for submarine cables.

To these departments, respectively, is delegated the duty of preparing and enforcing rules and regulations under this order to accomplish the purpose mentioned.

This order shall take effect from date.

WOODROW WILSON.

THE WHITE HOUSE,
April 28, 1917.

[1] OBJECTS OF CENSORSHIP.

The Committee on Public Information announces that arrangements have been made to put the Executive order into instant effect. Conference with the heads of the cable, telephone, and telegraph companies have been held in Washington during the week and all plans have been worked out in detail. An expert personnel, previously selected, and the generous and complete cooperation of the various companies combine to assure expedition and efficiency from the outset. The objects of the censorship are these:

(1) To deny the enemy information of military value or any information prejudicial to the interests of the United States or to the interests of other enemies of the Imperial German Government.

(2) To obtain information of value to the several departments of the United States Government.

(3) To prevent the spreading of false reports or reports likely to interfere directly or indirectly with the successes of the naval or military operations of the United States or likely to prejudice relations with foreign powers or the security, training, discipline, or administration of the naval and military forces of the United States.

Secretary Daniels has assigned Commander D. W. Todd, Director of Naval Communications, to have charge of the cable censorship, and Commander Arthur B. Hoff will be in control of the New York division. Brig. Gen. McIntyre has been selected by Secretary Baker to direct the telephone and telegraph supervision on the border. The censorship of telephones and telegraphs will affect the Mexican border only.

The Committee on Public Information will provide the clearing house necessary to relate the activities of the naval and military censorship to every department of Government.—(Official United States Bulletin, No. 1, p. 8.)

Regulations for cable censorship, May 1, 1917.

[Official United States Bulletin, No. 1, p. 8.]

These cable censorship regulations are issued for the guidance of the public.

CABLE CENSORSHIP REGULATIONS.

Codes.—The following authorized codes may be used, conditioned upon their acceptability under the censorship regulations in effect in the foreign countries concerned. The name of the code shall be written in the check and be signaled free:

A. B. C.; 5th.

Scott's, 10th edition.

Western Union (not including five-letter edition.)

Lieber's (not including five-letter edition).

Bentley's Complete Phrase Code (not including the oil and mining supplements).

Broomhall's Imperial Combination Code.

Broomhall's Imperial Combination Code, rubber edition.

Meyer's Atlantic Cotton Code, 39th edition.

Riverside Code, 5th edition.

A. Z.

Addresses.—Must be complete, but properly registered addresses may be used where permitted by the censorship abroad. However, code addresses registered subsequent to December 31, 1916, may not be used in messages to and from Central South America, Cuba, Porto Rico, Virgin Islands, Haiti, San Domingo, Curacao, or in messages transiting over the Commercial Pacific cable or via Trans-Pacific wireless.

Text.—Cablegrams without text will not be passed.

Signatures.—All cablegrams must be signed by the name of the firm, or, in case of an individual, by at least the surname. Code addresses as signatures are not permitted.

Decoding and translation of cablegrams.—All code cablegrams and cablegrams written in the approved foreign languages will be decoded or translated by censors.

Suppressions, delays, etc.—All cablegrams are accepted at the sender's risk and may be stopped, delayed, or otherwise dealt with at the discretion of the censor, and without notice to the senders. No information respecting the transmission, delivery, or other disposal of any cablegram shall be given by paid service, and requests made by mail must be addressed to the telegraph or cable companies and must be passed upon by the censor. Telegraphic and post acknowledgements of receipt (P. C. and P. C. P. services) are suspended in all countries.

Information to senders.—Any explanation of a text word or words, etc., required by the censor from the sender in the United States shall be obtained by a collect message from the censor to the sender and by a paid reply from the sender of the cablegram.

Coded cablegrams filed directly at cable offices where a cable censor is stationed, as at New York, Key West, Galveston, and San Francisco, should be accompanied by a translation. This will expedite the works of the censor and thereby greatly reduce delay.

Regulations for cable censorship, No. 2, May 31, 1917.

[Official United States Bulletin, No. 22, p. 5.]

The Office of the Director of Naval Communications and Chief Cable Censor has issued Cable Censorship Regulations No. 2, effective May 31, superseding and amending No. 1, issued May 1.

The regulations follow:

Language.—Cablegrams to Central and South America, to the West Indies, and to points reached by the Pacific routes, may be written in plain English, French, or Spanish.

Codes.—The following authorized codes may be used, conditioned on their acceptability under the censorship regulations in effect in the foreign countries concerned. The name of the code shall be written in the check and will be signaled free:

1. A, B, C, fifth.
2. Scott's tenth edition.
3. Western Union (not including five-letter edition).
4. Lieber's (not including five-letter edition).
5. Bentley's Complete Phrase Code (not including the oil and mining supplements).
6. Broomhall's Imperial Combination Code.
7. Broomhall's Imperial Combination Code, rubber edition.
8. Meyer's Atlantic Cotton Code, thirty-ninth edition.
9. Riverside Code, fifth edition.
10. A, Z.

CODE ADDRESSES.

Address must be complete; but properly registered code addresses may be used, where permitted by the censorship abroad. However, code addresses registered subsequent to December 31, 1916, may not be used in messages to and from Central and South America, Cuba, Porto Rico, Virgin Islands, Haiti, San Domingo, Curacao, or in messages transmitted over the Commercial Pacific cable, or via trans-Pacific wireless.

Cablegrams without text or with only single-word text will not be passed.

Signatures.[1]—All cablegrams must be signed; in the case of individuals by the surname at least; in the case of a firm or organization, by the

[1] The Naval Communication Service authorizes the following:

Recent orders to cable censors have interpreted and altered the paragraphs on "Addresses" and "Signatures" in Cable Censorship Regulations No. 2.

Heretofore it has been required only that "the full name of the sender must appear on space provided in blank." The following order has been issued:

"Every sender of a cablegram must place his full name and address on the face of the cablegram, and likewise the full name and address of the addressee. This will not be considered a part of the cablegram, but is for the information of censorship."

In addition to limiting, as, at present, signatures on cablegrams to the surname of an individual or in the case of firms or organizations to the surname of a responsible member or officer thereof, when satisfactory information regarding him is on file with the censor, censors are now instructed to pass organization signatures of two or more words when understandable. Examples: "Pacific Mail" for the Pacific Mail Steamship Co.; "Second National" for the Second National Bank of Boston; "Studebaker Corporation" for the Studebaker Corporation of America.—(Official United States Bulletin No. 35, p. 4.)

surname of a responsible member of the firm or officer of the organization, when satisfactory information regarding him is on file with the censor. The full name of sender must appear on space provided on blank. Code addresses as signatures are not permitted.

SUPPRESSIONS, DELAYS, ETC.

Suppressions, delays, etc.—All cablegrams are accepted at senders' risk, and may be stopped, delayed, or otherwise dealt with at the discretion of the censor and without notice to the senders. No information respecting the transmission, delivery, or other disposal of any cablegrams shall be given by paid service, and requests made by mail must be addressed to the telegraph or cable companies and must be passed upon by the censor. Telegraphic or post acknowledgments of the receipt (P. C. or P. C. P. services) are suspended to all countries.

Information to senders.—The cable company will notify the station of origin by free service when a message does not conform to the censorship regulations. Any explanation of a test word or words, etc., required by the censor from the sender in the United States or Canada shall be obtained by a collect message from the censor to the sender and by a paid reply from the sender of the cablegram.

Coded cablegrams filed directly at cable offices where a cable censor is stationed, as at New York, Key West, Galveston, and San Francisco, should be accompanied by a translation, and if it is certified by some responsible member of a firm it will tend to expedite the transmission of the message.

Figures.—Unrelated numbers or code words which translate into unrelated numbers prohibited.

Serial numbers.—The serial numbering of cablegrams will be permitted when the following conditions are complied with: Four figures will be used. The first two figures will be the daily serial number of the cablegram. The second two will be the day of the month. In the first nine messages of each day the first figure will be "0." On the first nine days of the month the third figure will be "0." The serial number will be the last word in the message and will immediately precede the signature.

USE OF TEST WORDS.

Test words.—Test words are permitted when senders comply with regulations which will be furnished on application to the censor or telegraph and cable companies.

To relieve individuals and organizations transmitting money by cable of the necessity for furnishing copies of their systems of test words, affidavits will be accepted to cover the use of such test words.

Organizations and individuals desiring to use test words to authenticate their messages and to act as a check on the amount of money transmitted, must furnish an affidavit to cover the following:

"The test word will be the first word in the body of the message. Such test word will have no other meaning or use than that of authenti-

cating the amount of money transmitted or that of preventing fraud by unauthorized payments of money."

The letter transmitting the affidavit should state the cable landing point or points through which the use of a test word is desired—that is, a bank sending messages from New York, Galveston, and San Francisco should so state in their letter transmitting the affidavit. If the bank handles cable business through one cable landing point only such as the New York cable origin, the letter of transmittal should state this point only.

Affidavits should be mailed to the Chief Cable Censor, Room 209, Southern Building, Washington, D. C.

Prohibited.—Military information, aid to the enemy, information of movements of all vessels to submarine zone, private codes, cablegrams not understandable to the censor.

It is the constant study and effort of the cable censorship to ease the situation of the American trader and correspondent, consistent with the objects of military censorship. Among the significant changes above from Regulations No. 1 are:

1. Instead of requiring the signature in full of a firm, corporation, or other organization the signature of the surname of a responsible member of the firm, corporation, or other organization is accepted when satisfactory information regarding him is on file with the censor.

2. When translations and decoded copies of cablegrams are certified by some responsible member of a firm or organization they will be expedited in transmission.

3. When the context in which figures appear is clear they will be allowed, but unrelated numbers, or code words which translate into unrelated numbers, are prohibited.

4. The serial numbering of cablegrams will be permitted when the following conditions are complied with: Four figures will be used. The first two figures will be the daily serial number of the cablegram. The second two will be the day of the month. In the first nine messages of each day the first figure will be "0.". On the first nine days of the month the third figured will be "0." The serial number will be the last word in the message and will immediately precede the signature.

5. Test words are allowed when senders comply with the above regulations.

General Order relating to divulging Naval information of value to the enemy, June 11, 1917.

(Official United States Bulletin, No. 27, p. 2.)

Secretary of the Navy Daniels has made public the following general order:

1. The department has reason to believe that information of a character most valuable to the enemy, and which might prove most disastrous to the Navy, has in some way reached the enemy. In view of the strenuous efforts that have been made to prevent the dissemination of such information, the department believes that in practically every instance this has resulted from certain information being given in confidence to or spoken in the presence of, a close relative or a friend who, failing to appreciate the

gravity of the offense, inadvertently transmitted it into the hands of those who most desired to obtain it.

2. The department has on previous occasions endeavored to impress upon everyone in the naval service the urgent necessity for carefully guarding against the dissemination of any military information which could possibly be of advantage to an enemy. The situation at this time is entirely too grave to permit of a continuance of present practice in this regard. Officers, enlisted personnel, and civilian employees are therefore directed not to discuss any question relating to the disposition, movements, or proposed movements of naval or military forces (including personnel) at any time, except officially, either among themselves or with any persons outside the naval service. It should be clearly understood that families and relatives are to be considered as "outside the naval service."

3. All persons who attempt to obtain prohibited information from persons in the naval service should be regarded with suspicion and reported without delay to the proper authorities.

4. Those to whom a knowledge of a violation of this order comes shall consider it a serious official duty to report the matter immediately to the Navy Department for disciplinary action.

5. This order shall be read to the crews of all naval vessels and shall be posted in conspicuous places on board all ships of the Navy. Chiefs of bureaus and commandants of navy yards and stations will see that it is brought to the attention of all persons, civil and military, under their orders.

Regulations for cable censorship, No. 5, June 26, 1917.

[Official United States Bulletin, No. 38, p. 7.]

The Office of Naval Cable Censorship has issued Cable Censorship Regulations No. 5, to be effective June 26, 1917, and supersede all previous regulations. They are published below and will be found to contain few changes from former issues.

The significant new material will be found in paragraphs 12 and 14, which are wholly new, and in paragraphs 4, 5, 7, 11, and 13, which are new in part.

Paragraph 12 puts into effect a new form of serial numbering. There have been many requests from the small exporter and importer who did not find the former allowed serial number plan helped them over days when no message was sent. It is to help the small trader that this new order has been issued.

The greater latitude allowed by paragraphs 4, 7, and 13 is in conformity with the constant effort of cable censorship to ease, as far as possible, the necessary restrictions of this military expedient made necessary by our state of war.

The regulations, revised, follow:

1. *Language.*—Cablegrams to Central and South America, to the West Indies, and to points reached by the Pacific routes, may be written in plain, English, French, or Spanish.

2. *Codes.*—The following authorized codes may be used, conditioned on their acceptability under the censorship regulations in effect in the foreign countries concerned. The name of the code shall be written in the check and will be signaled free:

(1) A. B. C., fifth.

(2) Scott's tenth edition.

(3) Western Union (not including five-letter edition).

(4) Lieber's (not including five-letter edition).

(5) Bentley's Complete Phrase Code (not including the oil and mining supplements).

(6) Broomhall's Imperial Combination Code.

(7) Broomhall's Imperial Combination Code, rubber edition.

(8) Meyer's Atlantic Cotton Code, thirty-ninth edition.

(9) Riverside Code, fifth edition.

(10) A. Z.

3. *Addresses.*—Must be complete, but properly registered code addresses may be used, where permitted by the censorship abroad. However, code addresses registered subsequent to December 31, 1916, may not be used in messages to and from Central and South America, Cuba, Porto Rico, Virgin Island, Haiti, San Domingo, Curacao, or in messages transmitted over the Commercial Pacific cable, or via trans-Pacific wireless.

4. *Signatures.*—All cablegrams must be signed, in the case of an individual, by the surname at least; in the case of a firm or organization, by the surname of a responsible member of the firm or officer of the organization, when satisfactory information regarding him is on file with the censor, or by an abbreviated signature of two or more words from the incorporated title when understandable (examples, "Pacific Mail" for the Pacific Mail Steamship Co., "Second National" for the Second National Bank, or "Studebaker Corporation" for the Studebaker Corporation of America). The full name of sender must appear on space provided on blank. Code addresses as signatures are not permitted.

5. *Address and signature in full.*—Every sender of a cablegram must place his full name and address on the face of the cablegram, and likewise the full name and address of the addressee. This will not be considered a part of the cablegram, but is for the information of censorship.

6. Cablegrams without text will not be passed.

7. Single-word cablegrams will be passed when censor is satisfied of plain English word or when a single code word translates into two or more words understandable to the censor.

8. *Suppressions, delays, etc.*—All cablegrams are accepted at sender's risk and may be stopped, delayed, or otherwise dealt with, at the discretion of the censor and without notice to the senders. No information respecting the transmission, delivery, or other disposal of any cablegrams shall be given by paid service, and requests made by mail must be addressed to the telegraph or cable companies and must be passed upon by the censor. Telegraphic or post acknowledgments of the receipt (P. C. or P. C. P. services) are suspended to all countries.

9. *Information to senders.*—The cable company will notify the station of origin by free service when a message does not conform to the censorship regulations. Any explanation of a test word or words, etc., required by the censor from the sender in the United States or

Canada shall be obtained by a collect message from the censor to the sender and by a paid reply from the sender of the cablegram.

10. Coded cablegrams filed directly at cable offices where a cable censor is stationed, as at New York, Key West, Galveston, and San Francisco, should be accompanied by a translation, and if it is certified by some responsible member of a firm it will tend to expedite the transmission of the message.

11. *Figures.*—Unrelated numbers or code words which translate into unrelated numbers are prohibited, except as set out in paragraph 12.

12. Serial numbering of cablegrams will be permitted under the following conditions: Cablegrams may be numbered from 1 to 100, inclusive, in plain figures or authorized code translating into plain figures. At option of the sender two additional figures may be added to serial number, indicating the day of the month, and these figures may be in plain figures or in authorized code translating into figures, but on the first nine days of the month the numeral shall be preceded by a zero. The serial number, when used, shall be the last word in the message preceding the signature. Nothing herein requires any cablegram to have a serial number.

13.[1] *Test words.*—(*a*) Test words are permitted when senders comply with regulations as already issued, which will be furnished on application to the censor or telegraph and cable companies.

(*b*) Cablegrams with test word to addressee who has qualified for use of test words will be passed.

(*c*) Foreign branches of American firms, banks, or other organizations which have qualified for use of test word need not make additional affidavit, but are privileged to use test word under affidavit of parent organization.

(*d*) Foreign firms, banks, or other organizations will be privileged to use test word only after making affidavits as required by censorship test word regulation.

14. *Commodity.*—As a general rule the commodity should be included in the message. It may be omitted at the discretion of the censor if it appears in the translation filed by the sender in a manner satisfactory to the censor. If it is omitted in a message arriving from

[1] The Naval Communication Service has issued the following notice:

For present paragraph 32 in cable censorship circular No. 5, and for paragraph 13 in cable censorship regulations No. 5, substitute the following:

(*a*) A test word is permitted in any cablegram addressed to or sent by a bank, firm, or other organization which has qualified by complying with the regulations already issued. Regulations as to qualifying will be furnished on application to cable censors or to telegraph or cable companies.

(*b*) Foreign firms are privileged to qualify if they so desire, but may use test words when addressing qualified banks, firms, or other organizations.

(*c*) Qualification of American firm, bank, or other organization will include its foreign branches.

(*d*) Where a test word is used it will be the first word of the message.—(Official United States Bulletin, No. 43, p. 4.)

a foreign source, the censor, if he thinks expedient, may demand the commodity from the addressee.

15. *Prohibits.*—In addition to the other above regulations, the following are prohibited:

(*a*) Military information.

(*b*) Aid to the enemy.

(*c*) Information of all transoceans movements of vessels.

(*d*) Private codes.

(*e*) Cablegrams obscure and not understandable to the censor.

Regulations for cable censorship No. 6, July 25, 1917.

(Official United States Bulletin No. 64, p. 3.)

The Naval Communication Service has issued cable censorship regulations No. 6, effective on the date censorship of Atlantic cables is made effective.[1] These regulations supersede all previous cable censorship regulations:

1. No cablegrams will be accepted for transmission to Germany or to any country assisting Germany in the prosecution of the war.

2. *Language.*—(*a*) Trans-Atlantic cablegrams must be in plain English or French, or in Italian in the case of telegrams originating in or destined to Italian territory (whether originating in the United States or in transit through), except that authorized codes (see par. 3) may be used in cablegrams to countries cooperating with the United States in the prosecution of the war.

(*b*) Cablegrams to Central and South America, to the West Indies, and to points reached by the Pacific routes, must be written in plain English, French, or Spanish, or in one of these languages translated into one of the codes enumerated in paragraph 3.

3. *Codes.*—The following authorized codes may be used, conditioned on their acceptibility under the censorship regulations in effect in the foreign countries concerned. The name of the code shall be written in the check and will be signaled free:

1. A, B, C., fifth.
2. Scott's tenth edition.
3. Western Union (not including five-letter edition).
4. Lieber's (not including five-letter edition).

[1] Secretary of the Navy Daniels signed the formal order this morning (July 18, 1917) for the extension of the cable censorship of all trans-Atlantic undersea communication.

"Since May 4," said Secretary Daniels, "a cable censorship has been in effect with respect to South and Central America, Mexico, and the Orient. Trans-Atlantic cables were exempted temporarily out of our desire to learn the workings of the French and British censorships in order to assure effective cooperation without duplication.

"Mr. George Creel, chairman of the Committee on Public Information, has been conducting this study, and his recommendation, made as the result of investigation and conference, carries with it an effective plan of procedure.

"Commander David W. Todd, director naval communications, will continue his executive direction of the cable censorship, and the New York office is in charge of Commander Arthur B. Hoff."—(Official United States Bulletin, No. 50, p. 1.)

5. Bentley's complete phrase code (not including the oil and mining supplements).

6. Broomhall's imperial combination code.

7. Broomhall's imperial combination code, rubber edition.

8. Meyer's Atlantic cotton code, thirty-ninth edition.

9. Riverside code, fifth edition.

10. A. Z. (not authorized on cablegrams to British possessions).

4. *Addresses.*—The address must be complete, but code addresses properly registered before July 1, 1914, may be used on trans-Atlantic cablegrams, and code addresses properly registered before January 1, 1917, may be used on all cablegrams not passing over trans-Atlantic cables.

5. *Signatures.*—All cablegrams must be signed; in the case of an ndividual, by the surname at least; in the case of a firm or organization, by the surname of a responsible member of the firm or officer of the organization, when satisfactory information regarding him is on file with the censor; or by an abbreviated signature of two or more words from the incorporated title when understandable (examples: "Pacific Mail" for the Pacific Mail Steamship Co., "Second National" for the Second National Bank, or "Studebaker Corporation" for the Studebaker Corporation of America). The full name of sender must appear on space provided on blank. Code addresses as signatures are not permitted.

6. *Address and signature in full.*—Every sender of a cablegram must place his full name and address on the face of the cablegram, and likewise the full name and address of the addressee. In so far as it relates to authorized code addresses and to signatures, this information will not be considered a part of the cablegram, but is for the information of censorship.

7. *Vessel's name required.*—If the message refers to a shipment or to a voyage, the name of the vessel concerned must appear on the message, but will not be considered a part of the cablegram.

8. Cablegrams without text will not be passed.

9. Single-word cablegrams will be passed when censor is satisfied of plain English word or when a single code word translates into two or more words understandable to the censor.

10. *Suppressions, delays, etc.*—All cablegrams are accepted at sender's risk, and may be stopped, delayed, or otherwise dealt with at the discretion of the censor and without notice to the senders. No information respecting the transmission, delivery, or other disposal of any cablegran shall be given by paid service, and requests made by mail must be addressed to the telegraph or cable companies and must be passed upon by the censor. Telegraphic or post acknowledgments of the receipt (P. C. or P. C. P. services) are suspended to all countries.

11. *Information to senders.*—The cable company will notify the station of origin by free service when a message does not conform to the censorship regulations. Any explanation of a test word or words, etc.,

required by the censor from the sender in the United States or Canada shall be obtained by a collect message from the censor to the sender and by a paid reply from the sender of the cablegram.

12. Coded cablegrams filed directly at cable offices where a cable censor is stationed, as at New York, Key West, Galveston, and San Francisco, should be accompanied by a translation; and if it is certified by some responsible member of a firm it will tend to expedite the transmission of the message.

13. *Figures.*—Unrelated numbers or code words which translate into unrelated numbers are prohibited, except as set out in paragraph 14.

14. Serial numbering of cablegrams will be permitted under the following conditions: Cablegrams may be numbered from 1 to 999, inclusive, in plain figures or authorized code translating into plain figures, but the serial number must begin with number 1 on the first day of each month. At option of the sender, two additional figures may be added to serial number, indicating the day of the month, and these figures may be in plain figures or in authorized code translating into figures, but on the first nine days of the month the numeral shall be preceded by a zero. The serial number when used shall be the last word in the message preceding the signature. Nothing herein requires any cablegrams to have a serial number.

15. *Test word.*—(*a*) In order to safeguard the interests of responsible individuals and organizations transmitting money by cable, the use of test words will be permitted, and to relieve them of the necessity for furnishing copies of their systems of test words affidavit will be accepted to cover use of such test words.

(*b*) Organizations and individuals desiring to use test words to authenticate their messages and to act as a check on the amount of money transmitted must furnish to the chief cable censor, Navy Department, Washington, an affidavit sworn to before a properly constituted authority covering substantially the following allegations:

"The test word will be the first word in the body of the message. Such test word will have no other meaning or use than that of authenticating the amount of money transmitted or that of preventing fraud by unauthorized payments of money."

(*c*) A test word is permitted in any cablegram addressed to or sent by a bank, firm, or other organization which has qualified by complying with the regulations herein prescribed.

(*d*) Foreign firms are privileged to qualify if they so desire, but even though not qualified they may use test words when addressing qualified banks, firms, or other organizations.

(*e*) Qualification of an American firm, bank, or other organization will include its foreign branches.

16. *Commodity.*—As a general rule the commodity should be included in the message. It may be omitted at the discretion of the censor if it appears in the translation filed by the sender in a manner satisfactory to the censor. If it is omitted in a message arriving from a foreign

source, then the censor, if he thinks it expedient, may demand the commodity from the addressee, as proposed in paragraph 11.

17. *Prohibits.*—In addition to the other above regulations, the following are prohibited:

(*a*) Military information.

(*b*) Aid to the enemy.

(*c*) Information of all transocean movements of vessels.

(*d*) Private codes.

(*e*) Cablegrams obscure and not understandable to the censor.

18. Strict conformity with the above instructions is required by United States censorship, but will not insure the passage of messages by foreign censorship.

1. In the above regulations the following are the significant changes and additions:

Paragraphs 1, 7, and 18 are new or based on orders issued since the issue of regulations No. 5.

Paragraph 2, subparagraph (*a*) is new.

Paragraph 4 is new and relates to trans-Atlantic cablegrams.

Paragraph 6, line 4, is new and relates back to first part of paragraph 4.

Paragraph 14 permits serial numbering up to 999, inclusive, to conform to British censorship. The latter half of sentence 2 this paragraph 14 is new, though in general use previously.

Regulations for cable censorship, May 21, 1918.

[Official United States Bulletin, No. 315, p. 10.]

FOREWORD.

1. Cablegrams will not be passed unless the identy of the addressee and sender is satisfactorily established and the text is clear.

2. It can not be assumed that because a message is clear to the sender, who is familiar with all the surrounding circumstances, it will be equally understandable to the censor, who is unfamiliar with the circumstances.

3. Careful observance of these regulations is required.

4. The trading with the enemy act of October 6, 1917, provides as follows:

"Any person who willfully evades or attempts to evade the submission of any such communication (mail, cable, radio, etc.) to such censorship or willfully uses or attempts to use any code or other device for the purpose of concealing from such censorship the intended meaning of such communication, shall be punished as provided in section 16 of this act" (10 years or $10,000 or both).

1. FOREIGN CENSORSHIP.

Strict compliance with these regulations, while required, will not insure the passage of any cablegram either by United States or foreign censorship. The British and French censorships are largely coordinated with the United States censorship, but these and other foreign

censorships from time to time promulgate rules of which senders of cablegrams should keep themselves informed through the cable and telegraph companies.

2. Sender's Risk.

All cablegrams are accepted at the sender's risk and may be stopped, delayed or otherwise dealt with at the discretion of the censor, without notice to the sender.

3. Communication with the Enemy.

No cablegrams will be accepted for transmission to Germany or her allies or to territory under her control.

4. No Information Regarding Transmission.

No information regarding the transmission of cablegrams is permitted to be given. Cable service involving notification by the company to the sender as to whether the cablegram has been delivered is suspended.

5. Plain Language Address.

(*a*) A complete address is required in every cablegram, that is, an address which will clearly identify the person or organization the cablegram is intended for.

(*b*) Except where a code address is permitted under these regulations, the address must be in plain language. The use of an abbreviation of the entire postal address, provided such abbreviation is sufficient in itself to insure the identification of the addressee by the censors through whose hands the cablegram will pass, is not prohibited; but all abbreviations of address are used at the risk of the senders, and censorship gives no assurance that any specific abbreviation will in all cases suffic to insure identification of the addressee or ready delivery of the cablegram.

6. Code Address.

(*a*) Registration of code addresses during the war is not permitted.

(*b*) Code addresses are not permitted in cablegrams to or from neutral European countries or their possessions.

(*c*) Code addresses to Central and South America, while not prohibited in cablegrams from United States territory, are discouraged. If a code address is used, the censor will require a full identification of the addressee, which will often impose on the sender a considerable delay and a greater expense than would have been occasioned by the use of a plain language address in the first instance.

(*d*) Great Britain and France upon entering the war refused to recognize code addresses registered on or after July 1, 1914. The United States upon entering the war refused to recognize code addresses registered on or after January 1, 1917. Therefore a cablegram to United States territory via British or French censorship must not be addressed to a code address not registered before July 1, 1914; but

code addresses registered up to January 1, 1917, may be used on cablegrams between the United States, Cuba, Curaçao, Haiti, Porto Rico, San Domingo, the Virgin Islands, Central and South America (except British, Dutch, and French Guiana and British Honduras), and points reached by the Commercial Pacific cable; that is, Hawaiian Islands, Guam, Philippine Islands, Japan, and China (except Hongkong).

(*e*) Only one code address for incoming messages may be used by one person or organization; but where there are independent branches of one organization a code address may, with the permission of the chief cable censor, be retained for each branch.

(*f*) A code address as signature is not permitted.

7. Information Concerning Addressee on Cable Blank.

(*a*) When a code address or any abbreviation of a plain language address is used in a cablegram the full name and full address of the addressee must also be recorded on the blank on which such cablegram is filed. This full address will not be transmitted as a part of the cablegram.

(*b*) If a cablegram is addressed to an individual acting in behalf of a firm or other organization, the full name and full address of this organization and the addressee's connection with it must appear on the blank, as well as the full name and address of the addressee.

Note.—Full name and full address as used in 7 and 9 shall be understood to mean given name, initials, and surname; street and number, name of office or other building, if any, and room number therein.

8. Signature.

(*a*) All cablegrams must be signed.

(*b*) The signature transmitted should, when considered in connection with the text and the addressee, be such as to identify clearly the sender and distinguish him from any other individual, firm, or organization with a similar name.

(*c*) The transmitted signature of an individual must consist of the surname at least.

(*d*) The transmitted signature of a firm or organization must be sufficiently complete to identify it clearly. The surname of a responsible member of the firm or officer of the organization may be used, provided satisfactory information regarding him is on file with the censor.

(*e*) A code address as signature is not permitted.

9. Information Concerning Sender on Cable Blank.

(*a*) In addition to the signature required in the cablegram, the full name and full address of the sender must be recorded, as supplementary information, on the blank on which each cablegram is filed.

(*b*) If the cablegram is signed by an individual acting in behalf of a firm or other organization, or by an abbreviated form of the name of

that organization, the full name and full address of that organization and the individual's connection with it must also be given on the blank. (See note under 7.)

10. TEXT.

Cablegrams that include only address and signature with no text are not permitted, and single word cablegrams will be passed only when their meaning is clear to the censor.

11. LANGUAGE.

All cablegrams must be in plain language, either English or French, or in one of the 10 codes authorized in paragraph 12 below, except as follows:

(*a*) Italian is permitted for cablegrams originating in or destined for Italy, Libya (Tripoli), and Italian possessions in East Africa.

(*b*) Spanish is permitted between the United States, Central and South America (except British Honduras and British Guiana), Cuba, Haiti, San Domingo, Porto Rico, the Virgin Islands, Curaçao, Hawaiian Islands, Guam, the Philippine Islands, Japan, and China (except Hongkong); and also between Spain and Portugal on the one hand and Cuba, Porto Rico, and Central and South America (except British Honduras and British Guiana) on the other hand.

12. CODES.

(*a*) The use of code to or from neutral European countries and their possessions is not permitted.

(*b*) With this exception, United States cable censorship permits the use, conditioned on their acceptibility under the regulations in effect in the foreign censorships concerned, of the following authorized codes:

1. A. B. C. Fifth Edition (not including five-letter edition).
2. Scott's Tenth Edition.
3. Western Union (not including five-letter edition).
4. Lieber's (not including five-letter edition).
5. Bentley's (not including Oil and Mining Supplements).
6. Broomhall's Imperial Combination Code.
7. Broomhall's Imperial Combination Code, Rubber Edition.
8. Meyer's Atlantic Cotton Code, Thirty-ninth Edition.
9. Riverside Code, Fifth Edition.
10. A. Z.

(*c*) Not more than one code is permitted in any one cablegram.

(*d*) The name of the code used shall be written on the face of the cablegram, but will not be charged for.

(*e*) The use of private codes is prohibited.

13. INFORMATION REQUIRED BY CENSOR IN REGARD TO SPECIFIC CABLEGRAMS.

(*c*) Information required by the censor from a cable user in the United States or Canada in regard to a specific cablegram will be obtained when necessary by a collect telegram from the censor to the cable user and by a paid reply from the cable user.

(*b*) Cablegrams filed at station of censorship:

When a cablegram is filed directly at a cable office where a station of censorship is located (as in New York, San Francisco, Galveston, or San Juan), the censor's action will be facilitated if the cablegram is filed in duplicate and a full written explanation of the message is given, particularly in the case of cablegrams containing numbers.

This explanation, it must be understood, is not available to foreign censors, and difficulty will more certainly be avoided if the text of the cablegram is clear in itself.

If the cablegram so filed at the cable office is in authorized code or foreign language, it will tend to minimize delay if a translation, also in duplicate and certified as to its correctness by the sender, accompanies it.

14. Shipping.

Shipping cablegrams concerning neutral vessels (not chartered to Allied firms) should always contain the name of the vessel. In no case will a shipping cablegram be passed where the identity of the vessel is not made clear to the censor.

15. Commodity.

The action of both United States and foreign censors on a trade cablegram will be facilitated and delay minimized if the name and quantity of the commodity involved may readily be determined from the text. Cable users would do well to inform their foreign correspondents of this fact.

16. Numbers.

Numbers that are unrelated to the text or not easily understandable to the censor are not permitted, whether expressed in plain figures or by code words translating into plain figures.

17. Serial Numbers.

Cablegrams may, if desired, be numbered serially from 1 to 999, inclusive, in plain figures or authorized code translating into plain figures. The serial number, when used, must be the first word following the address. At the option of the sender, the series may begin afresh with number 1 on the 1st day of each month. At the option of the sender, also two additional figures may be added to the serial number, indicating the day of the month, in which case the figure indicating each of the first nine days of the month shall be preceded by a zero. For example: The 25th cablegram of the series, sent on the 4th day of the month, would be indicated as 2504; the 25th cablegram, on the 12th day of the month, as 2512; the 205th, on the 18th, as 20518.

18. Test Words.

An American banking institution or the American branch of a foreign institution that wishes permission to use a test word in remittance cablegrams will apply to the Chief Cable Censor. A correspondent of a

banking institution that is entitled to use a test word does not require specific permission to use a test word in a remittance cablegram to the institution so privileged.

19. CABLEGRAMS TO PERSONS ON ENEMY TRADING LIST.

Cablegrams to or from persons on the enemy trading list will not be permitted unless a license has first been obtained from the War Trade Board. The number of the license preceded by "ETL"—for example, "ETL 4075"—must be the last words of the cablegram, except that the word "patent" or a test word may follow the "ETL" number. Even when licensed, such cablegrams are subject to all censorship regulations.

20. ADDRESS FOR CABLEGRAMS TO UNITED STATES OVERSEA FORCES.

Cablegrams to and from members of the oversea forces are subject to censorship and must conform to all censorship regulations. Special forms of address, however, have been provided as follows:

(*a*) Cablegrams for members of the United States Naval Forces abroad should be addressed "Usnavforce, London," and should have as the first words of the text the name of the addressee (given name spelled out and such initials as are necessary), followed by the name of the ship or unit to which he is attached ("U. S. S." before the ship's name being unnecessary).

The following is a sample cablegram:

(Address) "USNAVFORCE, LONDON.
(Text) "FRANK B. HOWARD, *Charleston*. Informed examinations successfully passed.
(Signature) "HAMMOND."

(*b*) Cablegrams for members of the United States Military Forces abroad, including Marines at present serving with the Army, should be addressed "Amexforce, London," and should have as the first words of the text the name of the addressee and the official designation of the unit to which he belongs.

The following is a sample cablegram:

(Address) "AMEXFORCE, LONDON.
(Text) "H. K. SAUNDERS, *Company K, Forty-seventh Infantry*. Will not change address.
(Signature) "JANE SAUNDERS."

(*c*) When there is a probability that two men in the service have identical surnames and initials, the name should be given in full, as "Frank Barrett Smith;" or the rank or rating should be given, as, for example: "Captain Frank B. Smith," or "Frank B. Smith, Ordinary Seaman."

NOTE.—Cablegrams coming from members of the United States Over-Sea Forces addressed "Censor, New York," and having as the first word of the text a code word already registered with the Chief Cable Censor under the provisions of Cable Censorship Circular No. 7, will be forwarded by the censor as provided in that circular, but no new registrations will be made.

D. W. TODD,
Captain, U. S. Navy,
Director Naval Communications and Chief Cable Censor.

Regulations relating to censorship of cablegrams, June 6, 1918.

(Official United States Bulletin, No. 328, p. 10.)

The chief cable censor issues the following:

Arrangements have been completed by the chief cable censor with the telegraph companies whereby full information concerning the identity and address of the sender and addressee of a cablegram may be forwarded to the station of the first cable censor through whom the cablegram will pass.

INFORMATION FOR CENSOR.

Under the present regulations each cablegram must have a satisfactory address and signature. Under the arrangements completed the sender may, if he desires, add to the cablegram any information as to addressee and sender which may be thought to be helpful to the censor. The information so forwarded will be paid for by the sender at rates arranged by the telegraph companies. Inquiries on this point should be addressed to the telegraph companies.

The method whereby this information may be forwarded to the station of the first cable censor should not induce cable users to send cablegrams which are not regular in form and inherently clear.

Cablegrams will be censored on their merits and any additional information forwarded as far as the station of the first cable censor and will stop at that point. At a further station of cable censorship the cablegram will be acted upon without having the benefit of the added explanation.

PURPOSE OF THE ARRANGEMENT.

The effect and purpose of this arrangement is to make it possible for all cable users, no matter where located, to supply the censor with information concerning the addressee and sender, which should be written on the cable blank in all instances and which thus comes to the attention of the censor in cases in which the original cable blank as filed comes into his hands, as in the case where the cable blank is filed at a cable office immediately adjacent to a station of cable censorship.

Proclamation taking over marine cable systems, November 2, 1918.

(Official United States Bulletin, No. 465, p. 4.)

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas the Congress of the United States, in the exercise of the constitutional authority vested in them, by joint resolution of the Senate and House of Representatives, bearing date July 16, 1918, resolved:

That the President, during the continuance of the present war, is authorized and empowered, whenever he shall deem it necessary for the national security or defense, to supervise or take possession and assume control of any telegraph, telephone, marine cable, or radio system or systems, or any part thereof, and to operate the same in such manner as may be needful or desirable for the duration of the war, which supervision, possession, control, or operation shall not extend beyond the date of the proclamation by the President of the exchange of ratifications of the treaty of peace: *Provided*, That just compensation shall be made for such supervision, possession, control, or operation, to be determined by the President; and if the amount thereof, so determined by the President, is unsatisfactory to the person entitled to receive the same, such person shall be paid 75 per cent of the amount so determined by the President and shall be entitled to sue the United States to recover such further sum as, added to said 75 per cent, will make up such amount as will be just compensation therefor, in the manner provided for by section 24, paragraph 20, and section 145 of the Judicial Code: *Provided further*, That nothing in this act shall be construed to amend, repeal, impair, or affect existing laws or powers of the several States in relation to taxation or the lawful police regulations of the several States, except wherein such laws, powers, or regulations may affect the transmission of Government communications or the issue of stocks and bonds by such system or systems.

And whereas it is deemed necessary for the national security and defense to supervise and to take possession and assume control of all marine cable systems and to operate the same in such manner as may be needful or desirable:

Now, therefore, I, Woodrow Wilson, President of the United States, under and by virtue of the powers vested in me by the foregoing resolution, and by virtue of all other powers thereto me enabling, do hereby take possession and assume control and supervision of each and every marine cable system and every part thereof owned or controlled and operated by any company or companies organized and existing under the laws of the United States, or any State thereof, including all equipment thereof and appurtenances thereto, whatsoever, and all materials and supplies.

It is hereby directed that the supervision, possession, control, and operation of such marine cable systems hereby by me undertaken shall be exercised by and through the Postmaster General, Albert S. Burleson. Said Postmaster General may perform the duties hereby and hereunder imposed upon him, so long and to such extent and in such manner as he shall determine, through the owners, managers, boards of directors, receivers, officers, and employees of said marine cable systems.

Until and except so far as said Postmaster General shall from time to time by general or special orders otherwise provide, the owners, managers, boards of directors, receivers, officers, and employees of the various marine cable systems shall continue the operation thereof in the usual and ordinary course of the business of said systems, in the names of their respective companies, associations, organizations, owners, or managers, as the case may be.

Regular dividends hitherto declared and maturing interest upon bonds, debentures, and other obligations may be paid in due course, and such regular dividends and interest may continue to be paid until and unless the said Postmaster General shall from time to time otherwise by general or special orders determine; and, subject to the approval of said Postmaster General, the various marine cable systems may determine upon and arrange for the renewal and extension of maturing obligations.

From and after 12 o'clock midnight on the 2d day of November, 1918, all marine cable systems included in this order and proclamation shall conclusively be deemed within the possession and control and under the supervision of said Postmaster General without further act or notice.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done by the President, in the District of Columbia, this 2d day of November in the year of our Lord one thousand nine hundred and eighteen and of the independence of the United States the one hundred and forty-third.

[SEAL] WOODROW WILSON.

By the President:

ROBERT LANSING,
Secretary of State.

Order of Postmaster General with reference to operation of cables, November 20, 1918.

(Official United States Bulletin, No. 468, p. 2.)

Postmaster General Burleson has issued the following order relative to the marine-cable service:

Pursuant to the proclamation of the President of the United States, dated the 2d day of November, 1918, I have assumed possession, control, and supervision of the marine-cable systems of the United States. This proclamation has already been published and the officers and operating officials of the cable companies are acquainted with its terms.

Until further notice the marine-cable companies shall continue operation in the ordinary course of business through regular channels. Regular dividends heretofore declared and maturing interest on bonds, debentures, and other obligations may be paid in due course, and the companies may renew or extend their maturing obligations unless otherwise ordered by the Postmaster General. All officers, operators, and employees of the marine-cable companies will continue in the performance of their present duties, report-

ing to the same officers as heretofore and on the same terms of employment. Should any officer, operator, or employee desire to leave the service, he should give notice as heretofore to the proper officer, so that there may be no interruption or impairment of the service to the public.

I earnestly request the loyal cooperation of all officers, operators, and employees, and the public, in order that the service rendered shall not only be maintained at a high standard, but improved wherever possible. It is the purpose to coordinate and unify these services so that they may be operated as a national system with due regard to the interests of the public and the owners of the properties.

No changes will be made until after the most careful consideration of all the facts. When deemed advisable to make changes, due announcement will be made.

Nothing contained in this order shall be construed to affect in any way the censorship of marine cables now conducted under the direction of the Secretary of the Navy under Executive order of September 26, 1918.

TRADE RESTRICTIONS.

Executive order creating Exports Council, June 22, 1917.

[Official Bulletin, No. 40, p. 4; War Trade Board, Rules and Regulations, No. 1, p. 5.]

EXECUTIVE ORDER.

By virtue of authority vested in me by Title VII of the act approved June 15, 1917, entitled, "An act to punish acts of interference with the foreign relations, the neutrality, and the foreign commerce of the United States, to punish espionage and better to enforce the criminal laws of the United States, and for other purposes," I hereby vest in the Secretary of Commerce the executive administration of all instructions issued by the President under said Title VII and of the proclamations thereunder, and the said Secretary is hereby authorized and directed to take such measures as may be necessary to administer and execute the same and to grant or refuse export licenses thereunder in accordance with those instructions.[1]

I hereby establish an Exports Council, to be composed of the Secretary of State, the Secretary of Agriculture, the Secretary of Commerce, and the Food Administrator, and I hereby authorize and direct the said Exports Council, thus constituted, to formulate, for the consideration and approval of the President, policies and make the recommendations necessary to carry out the purposes of this act.[2]

(Signed) WOODROW WILSON.

THE WHITE HOUSE, *22 June, 1917.*

[1] This authority was superseded by that of the Exports Administration Board, created by Executive order, August 21, 1917 (W. T. B. Rules and Reg., No. 1, p. 11), which in turn was superseded by the War Trade Board, created by Executive order, October 12 1917 (Ibid., No. 1, p. 42).

[2] Superseded by the War Trade Council, similarly constituted, with addition of the chairman of the Shipping Board, created by Executive order, October 12, 1917 (W. T. B., Rules and Reg., No. 1, p. 43).

General policies of the War Trade Board as set forth in the first annual report, dated December 31, 1917.[1]

[Journal W. T. B., 7: 15.]

The War Trade Board on February 25 issued the following statement:

The general policies followed by the War Trade Board and an outline of the board's labors for 1917 in the control of export and import trade are indicated in the first annual report to the President, which the board now makes public.

The mobilization of the economic arm of the United States and the effective use of trade restraints upon the central powers is here revealed in action. The language of the report shows a desire to proceed by agreement and negotiation with other countries and to avoid even the appearance of coercion or retaliation in the board's relations with neutrals.[2]

With German traders and German comforters in neutral countries, however, there is no compromise indicated, but relentless isolation. The language of the report gives these intimations of policies and results:

"The activities of the board are roughly divisible into three spheres—those relating to the control of exports,[3] those relating to the control of imports,[4] and those relating to enemy trade.[5]

"The board has sought, first, to conserve for ourselves and for those associated with us in the war such commodities as are required to maintain adequately the economic life of the several nations and to carry out their war programs. Other objects sought have been to prevent our commodities reaching the enemy directly or indirectly, as by releasing like goods for the enemy, and to prevent commercial transactions between persons within the United States and an enemy or an ally of the enemy."

In undertaking to supply the food and other vital wants of neutral peoples, under carefully considered agreements, the board has desired "to prevent acute suffering in those countries and to prevent them from falling under the economic power of the enemy."

These trade agreements the board has regarded as being particularly important in the case of those European neutrals which are in trade relations with the enemy. Against these European neutrals, the report goes on to say, "temporary embargoes have been enforced pending the securing of information indispensable to permit the board to issue licenses."

An agreement has been concluded with Switzerland, assuring to the Swiss the periodic receipt of a stipulated grain ration and of other articles required to maintain the economic existence of the people of Switzerland. "The Swiss Government, on the other hand, gives satisfactory assurances against exportation to our enemies of imported commodities and agrees to limit, in certain other respects, her trading with the enemy."[6]

[1] British Report on same subject, supra, p. 91.

[2] Regulations requisitioning Netherland's ships, supra, p. 166; Bunker Coal Regulations, supra, p. 202.

[3] Infra, p. 195.

[4] Infra, p. 199.

[5] Trading with the Enemy Act, October 6, 1917. W. T. B., Rules and Reg., No. 1, p. 31), section 2, c, gives the President power to declare persons wherever resident who are "natives, citizens, or subjects" of enemy countries, and not citizens of the United States, "enemies." Proclamations of February 5, 1918, and May 31, 1918, declared several classes of such persons "enemies," the latter including those who might be "included in a publication issued by the War Trade Board of the United States of America, entitled 'Enemy Trading List.'" (Sec. 4.)

Enemy trading List, No. 1, with names and addresses of some 1,600 firms, classified alphabetically under 20 countries, mostly neutral, was published October 6, 1917. A supplement of November 15, 1918, removed some 200 names and added some 1,400.

Enemy Trading List, No. 2, with some 4,500 names, classified under 29 countries, was issued March 15, 1918, and was followed by fortnightly cumulative supplements of removals and additions.

Enemy Trading List, No. 3, with some 5,000 names classified under 30 countries, was issued December 13, 1918.

[6] Agreement with Switzerland, Procedure for obtaining licenses, W. T. B. Rules and Reg., No. 2, p. 42.

A still more definite achievement is discoverable in the board's references to the northern European neutrals, where temporary embargoes are in force pending the conclusion of comprehensive agreements.[1] The report continues:

"Their exports of foodstuffs to the central powers have declined from last year's corresponding exports in amounts estimated at from 65 to 85 per cent, depending on the neutral, and there has been a decrease in the export of many other important commodities.

"In November, 1917, we became party to Great Britain's tentative agreement with Norway, as a result of which action on our part 1,400,000 tons dead-weight of Norwegian shipping were chartered into the service of the United States and Great Britain for the period of the war. Shortly following, temporary agreements were concluded with Holland and with Sweden. That with Holland gives us the use for periods up to 90 days, of 450,000 tons dead-weight of her shipping which had heretofore, for a long period, lain idle. The agreement with Sweden gives us the use for three months of tonnage estimated at 250,000 tons dead-weight which had not theretofore been employed in services useful to us.

"Specific accomplishments of this character are, however, far from constituting a full measure of the results achieved by the War Trade Board. The elimination of enemy advantage from our trade and, to a considerable extent, from that of the world, the securing and conserving of commodities essential to ourselves and those associated with us in the war, the bringing of shipping generally into the services most useful to us—these results can not be accurately stated or appraised at the present time, nor have they been accomplished by any single act or agreement."

The report explains the use of bunker coal licenses[2] as being intended to assure the utilization of America's restricted supply of fuel primarily by ships performing services useful to the United States and its associates in the war.

Abolition of calls at Halifax for ships sailing between United States and European neutral ports which is foreshadowed in a paragraph dealing with the endeavors of the board to reduce the necessary control machinery over sailings has since been accomplished; "letters of assurance," heretofore issued by the British Embassy, are also no longer required.

The extent of the business under the control of the board may be gathered from the fact that the Bureau of Exports has handled approximately 425,000 applications for licenses to export and was, at the date of the report, passing upon between four and five thousand applications per day.

The Bureau of Imports, of more recent formation, has received, to January 1, 5,279 applications for licenses to import, upon which 4,719 licenses, covering commodities of an aggregate value of $237,810,949, had actually been issued.

In order to guide merchants in their transactions with foreigners, there was published in October an "Enemy Trading List," containing the names of individuals and associations in neutral countries who were enemies or allies of enemies. This list is not a fixed and unchanged classification, but is subject to constant revision, and the board has been able to remove from the original list many firms who have cleared themselves of the taint of enemy character.

The personnel of the War Trade Board amounts to 1,526, the report shows. The total financial obligation incurred up to December 31 is $541,498.80. The board is now housed in a number of detached buildings, but a new two-story building is nearing completion, which, with its 204,552 feet of floor space, will presently house all the bureaus at a great advantage in time and labor.

The membership of the War Trade Board at present is as follows:

Vance C. McCormick, chairman, representative of the Secretary of State.

Albert Strauss, representative of the Secretary of the Treasury.

Alonzo E. Taylor, representative of the Secretary of Agriculture.

Clarence M. Woolley, representative of the Secretary of Commerce.

Beaver White, representative of the Food Administrator.

Frank C. Munson and Edwin F. Gay, representatives of the United States Shipping Board.

Thomas L. Chadbourne, counselor, and representative of the Secretary of State.

[1] Agreement with Norway, April 13, 1918 (Official Bulletin, May 27, 1918, Am. Journ. Int. Law, Supp. 12: 246); Denmark, Sept. 18, 1918 (W. T. B. Journ., 14: 6); Spain, March 7, 1918 (W. T. B. Journ. 8: 3); Procedure for obtaining licenses for export to Netherlands, March 15, 1918, and for Sweden, March 23, 1918 (W. T. B., Rules and Reg., No. 2, pp. 33, 34).

[2] Infra, p. 202.

Proclamation prohibiting export of coal, food, grains, meats, steel, and other commodities, except by license, July 9, 1917.[1]

[Official Bulletin, No. 50, p. 3; War Trade Board, Rules and Regulations, No. 1, p. 6.]

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA. A PROCLAMATION.[2]

Whereas Congress has enacted, and the President has on the 15th day of June, 1917, approved, a law which contains the following provisions:

Whenever during the present war the President shall find that the public safety shall so require, and shall make proclamation thereof, it shall be unlawful to export from or ship from or take out of the United States to any country named in such proclamation any article or articles mentioned in such proclamation, except at such time

[1] Lists of commodities requiring export licenses under the proclamation were published July 9, 1917, August 6, 1917, October 22, 1917. (W. T. B., Rules and Reg. No. 1, pp. 9, 10, 52.)

A Proclamation of August 27, 1917, prohibited the export of specified commodities held to include every article of commerce, (Ibid. No. 1, p. 26) to certain countries neighboring Germany and of other specified commodities to the remaining countries. (Ibid. No. 1, p. 12.) This "conservation list" was published September 18, 1917, and amended October 22, 1917. (Ibid. No. 1, pp. 26, 50.) The list as published May 17, 1918, contained some 1,500 commodities, alphabetically arranged. (Ibid. No. 2, p. 13.)

A Proclamation of September 7, 1917, prohibited the export of coin, bullion, and currency to certain countries except with the consent of the Federal Reserve Board subject to the approval of the Secretary of the Treasury. (Ibid. No. 1, p. 22.)

A Proclamation of November 28, 1917, extended the "conservation" list. (W. T. B. Journ., 2:4.)

A Proclamation of February 14, 1918 extended the "license" requirement to include all commodities (infra, p. 197).

Special license regulations have been frequently issued with reference to particular commodities, such as wool, cotton, silk, coin, bullion, coal, etc. or with reference to particular countries such as Switzerland, Netherlands, Norway, Sweden, Greece, The Allies, Canada, etc. These latter special regulations have sometimes resulted from the conclusion of international agreements.

[2] Immediately after issuing the embargo proclamation, President Wilson made the following statement:

In controlling by license the export of certain indispensable commodities from the United States, the Government has first and chiefly in view the amelioration of the food conditions which have arisen or are likely to arise in our own country before new crops are harvested. Not only is the conservation of our prime food and fodder supplies a matter which vitally concerns our own people, but the retention of an adequate supply of raw materials is essential to our program of military and naval construction and the continuance of our necessary domestic activities. We shall, therefore, similarly safeguard all our fundamental supplies.

It is obviously the duty of the United States in liberating any surplus products over and above our own domestic needs to consider first the necessities of all the nations engaged in war against the Central Empires. As to neutral nations, however, we also recognize our duty. The Government does not wish to hamper them. On the contrary, it wishes and intends, by all fair and equitable means, to cooperate with them in their difficult task of adding from our available surpluses to their own domestic supply and of meeting their pressing necessities or deficits. In considering the deficits of food supplies, the Government means only to fulfill its obvious obligation to assure itself that neutrals are husbanding their own resources and that our supplies will not become available, either directly or indirectly, to feed the enemy.

WOODROW WILSON.

(Official Bulletin, No. 50, p. 3, W. T. B., Rules and Reg., No. 1, p. 7.)

or times, and under such regulations and orders, and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress: *Provided, however,* That no preference shall be given to the ports of one State over those of another.

Any person who shall export, ship, or take out, or deliver or attempt to deliver for export, shipment, or taking out, any article in violation of this title, or of any regulation or order made hereunder, shall be fined not more than $10,000, or, if a natural person, imprisoned for not more than two years, or both; and any article so delivered or exported, shipped, or taken out, or so attempted to be delivered or exported, shipped, or taken out, shall be seized and forfeited to the United States; and any officer, director, or agent of a corporation who participates in any such violation shall be liable to like fine or imprisonment, or both.

Whenever there is a reasonable cause to believe that any vessel, domestic or foreign, is about to carry out of the United States any article or articles in violation of the provisions of this title, the collector of customs for the district in which such vessel is located is hereby authorized and empowered, subject to review by the Secretary of Commerce, to refuse clearance to any such vessel, domestic or foreign, for which clearance is required by law, and by formal notice served upon the owners, master, or person or persons in command or charge of any domestic vessel for which clearance is not required by law, to forbid the departure of such vessel from the port, and it shall thereupon be unlawful for such vessel to depart. Whoever, in violation of any of the provisions of this section, shall take, or attempt to take, or authorize the taking of any such vessel out of port or from the jurisdiction of the United States, shall be fined not more than $10,000 or imprisoned not more than two years, or both; and, in addition, such vessel, her tackle, apparel, furniture, equipment, and her forbidden cargo shall be forfeited to the United States.

And whereas the public safety requires that succor shall be prevented from reaching the enemy;

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim to all whom it may concern that, except at such time or times and under such regulations and orders and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress, the following articles, namely, coal, coke, fuel oils, kerosene and gasoline, including bunkers; food grains, flour and meal therefrom, fodder and feeds, meat and fats; pig iron, steel billets, ship plates and structural shapes, scrap iron and scrap steel; ferromanganese; fertilizers; arms, ammunition and explosives, shall not, on and after the 15th day of July, 1917, be carried out of or exported from the United States or its territorial possessions to Abyssinia, Afghanistan, Albania, Argentina, Austria-Hungary, Belgium, her colonies, possessions, or protectorates; Bolivia, Brazil, Bulgaria, China, Chile, Colombia, Costa Rica, Cuba, Denmark, her colonies, possessions, or protectorates; Dominican Republic, Ecuador, Egypt, France, her colonies, possessions, or protectorates; Germany, her colonies, possessions, or protectorates; Great Britain, her colonies, possessions or protectorates; Greece, Guatemala, Haiti, Honduras, Italy, her colonies, possessions, or protectorates; Japan, Liberia, Leichtenstein, Luxemburg, Mexico, Monaco, Montenegro, Morocco, Nepal, Nicaragua, the Netherlands, her colonies, possessions, or protectorates; Norway, Oman, Panama, Paraguay, Persia, Peru, Portugal, her colonies, possessions, or protectorates; Roumania, Russia, Salvador,

San Marino, Serbia, Siam, Spain, her colonies, possessions, or protectorates; Sweden, Switzerland, Uruguay, Venezuela, or Turkey.

The orders and regulations from time to time prescribed will be administered by and under the authority of the Secretary of Commerce, from whom licenses, in conformity with the said orders and regulations, will issue.[1]

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 9th day of July, in the year of our Lord 1917 and of the independence of the United States of America the one hundred and forty-first.

[SEAL.] WOODROW WILSON.

By the President:

FRANK L. POLK.

Proclamation prohibiting export of all articles, February 14, 1918.

[Official Bulletin, No. 235, p. 2; W. T. B. Journ. 7: 4.]

EXPORTS PROCLAMATION.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA, A PROCLAMATION.

Whereas Congress has enacted and the President has, on the 15th day of June, 1917, approved a law which contains the following provisions:

Whenever during the present war the President shall find that the public safety shall so require, and shall make proclamation thereof, it shall be unlawful to export from or ship from or take out of the United States to any country named in such proclamation.

[1] Procedure in applying for licenses:

The Secretary of Commerce, William C. Redfield, made the following announcement with reference to the procedure to be adopted by exporters in the United States in applying for export license.

First, applications for license may be made by the Bureau of Foreign and Domestic Commerce, Division of Export Licenses, 1435 K Street, Washington, D. C., or to any of the branches of the Bureau of Foreign and Domestic Commerce—New York, Boston, Chicago, St. Louis, New Orleans, San Francisco, and Seattle.

Second, in applying for a license to export any of the commodities covered by the President's proclamation, applicants should give the following information in triplicate form:

a. Quantity.
b. Description of goods.
c. Name and address of consignee.
d. Name and address of consignor.

Third, the license will be good for only 60 days and at the expiration of that time must be renewed, and if not shipped within that time a new application must be made.

Fourth, the various branch offices of the Bureau of Foreign and Domestic Commerce have been given full instructions as to the disposition of all applications for licenses.

It is the desire of the Bureau of Foreign and Domestic Commerce to minimize the exporter's difficulties as much as possible, and therefore wherever practicable the district offices will be authorized to issue the licenses. It is thought, however, that many of the applications may have to be forwarded to Washington for decision.

In case exporters desire they may telegraph their applications direct to the Bureau of Foreign and Domestic Commerce, Division of Export Licenses, 1435 K Street, Washington, D. C.

(Official Bulletin, No. 50, p. 3, W. T. B., Rules and Reg., No. 1, p. 7.)

any article or articles mentioned in such proclamation, except at such time or times, and under such regulations and orders, and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress: *Provided, however,* That no preference shall be given to the ports of one State over those of another.

And whereas the President has heretofore by proclamations dated July 9, 1917, August 27, 1917, September 7, 1917, and November 28, 1917, declared certain exports in time of war unlawful, and the President now finds that the public safety requires that such proclamations be amended and supplemented in respect to the articles and countries hereinafter mentioned:

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim to all whom it may concern that the public safety requires that the following articles, namely: All kinds of arms, guns, ammunition, and explosives, machines for their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all articles necessary or convenient for their use; all contrivances for or means of transportation on land or in the water or air, machines used in their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all instruments, articles, and animals necessary or convenient for their use; all means of communication, tools, implements, instruments, equipment, maps, pictures, papers, and other articles, machines, and documents necessary or convenient for carrying on hostile operations; all kinds of fuel, food, foodstuffs, feed, forage, and clothing, and all articles and materials used in their manufacture; all chemicals, drugs, dyestuffs, and tanning materials; cotton, wool, silk, flax, hemp, jute, sisal and other fibers and manufactures thereof; all earths, clay, glass, sand, stone, and their products; animals of every kind, their products and derivatives; hides, skins, and manufactures thereof; all nonedible animal and vegetable products; all machinery, tools, dies, plates, and apparatus, and materials necessary or convenient for their manufacture; medical, surgical, laboratory, and sanitary supplies and equipment; all metals, minerals, mineral oils, ores, and all derivatives and manufactures thereof; paper pulp, books, and all printed matter and material necessary or convenient for their manufacture; rubber, gums, rosins, tars, and waxes, their products, derivatives, and substitutes, and all articles containing them; wood and wood manufactures; coffee, cocoa, tea, and spices; wines, spirits, mineral waters, and beverages; and all other articles of any kind whatsoever shall not, on and after the 16th day of February, in the year 1918, be exported from, or shipped from, or taken out of the United States or its Territorial possessions to Abyssinia, Afghanistan, Albania, Argentina, Austria-Hungary, Belgium, her colonies, possessions, and protectorates, Bolivia, Brazil, Bulgaria, China, Chile, Colombia, Costa Rica, Cuba, Denmark, her colonies, possessions, and protectorates, Dominican Republic, Ecuador, Egypt, France, her colonies, possessions, and protectorates, Germany, her colonies, possessions, and protectorates, Great Britain, her colonies, possessions, and

protectorates, Greece, Guatemala, Haiti, Honduras, Italy, her colonies, possessions, and protectorates, Japan, Liechtenstein, Liberia, Luxembourg, Mexico, Monaco, Montenegro, Morocco, Nepal, The Netherlands, her colonies, possessions, and protectorates, Nicaragua, Norway, Oman, Panama, Paraguay, Persia, Peru, Portugal, her colonies, possessions, and protectorates, Roumania, Russia, Salvador, San Marino, Serbia, Siam, Spain, her colonies, possessions, and protectorates, Sweden, Switzerland, Turkey, Uruguay, or Venezuela, except under license granted in accordance with regulations or orders and subject to such limitations and exceptions as have heretofore been, or shall hereafter be prescribed in pursuance of the powers conferred by said act of June 15, 1917. The said proclamations of July 9, 1917, August 27, 1917, September 7, 1917, and November 28, 1917, and paragraph II of the Executive order of October 12, 1917, are hereby confirmed and continued and all rules and regulations heretofore made in connection therewith or in pursuance thereof are likewise hereby confirmed and continued and made applicable to this proclamation.

In witness whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done in the District of Columbia, this 14th day of February in the year of our Lord One Thousand Nine Hundred and Eighteen and of the Independence of the United States of America the One Hundred and Forty-Second.

WOODROW WILSON.

By the President:

ROBERT LANSING,
Secretary of State.

Proclamation prohibiting import of all articles, February 14, 1918.[1]

(Official Bulletin, No. 235, p. 2; W. T. B., Journ. 7: 10.)

IMPORTS PROCLAMATION.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA—A PROCLAMATION.

Whereas Congress has enacted, and the President has, on the sixth day of October, 1917, approved a law which contains the following provisions:

Whenever during the present war the President shall find that the public safety so requires and shall make proclamation thereof it shall be unlawful to import into the United States from any country named in such proclamation any article or articles mentioned in such proclamation except at such time or times, and under such regulations or orders, and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress: *Provided, however,* That no preference shall be given to the ports of one State over those of another.

[1] A proclamation of November 28, 1917, prohibited the import of certain commodities unless licensed by the War Trade Board. (W. T. B., Journ. 2:1.) Regulations for the importation of specified materials, and for importation from specified countries have been pubished. W. T. B., Rules and Reg., No. 2, pp. 67, 69.

And; whereas, the President has heretofore by proclamation dated November 28, 1917, declared certain imports in time of war unlawful, and the President now finds that the public safety requires that such proclamation be amended and supplemented in respect to the articles and countries hereinafter mentioned:

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim to all whom it may concern that the public safety requires that the following articles, namely: All kinds of arms, guns, ammunition, and explosives, machines for their manufacture or repair, component parts thereof, materials, or ingredients used in their manufacture, and all articles necessary or convenient for their use; all contrivances for or means of transportation on land or in the water or air, machines used in their manufacture or repair, component parts thereof, materials or ingredients used in their manufacture, and all instruments, articles, and animals necessary or convenient for their use; all means of communication, tools, implements, instruments, equipment, maps, pictures, papers, and other articles, machines, and documents necessary or convenient for carrying on hostile operations; all kinds of fuel, food, foodstuffs, feed, forage, and clothing, and all articles and materials used in their manufacture; all chemicals, drugs, dyestuffs, and tanning materials; cotton, wool, silk, flax, hemp, jute, sisal, and other fibers and manufactures thereof; all earths, clay, glass, sand, stone, and their products; animals of every kind, their products and derivatives; hides, skins, and manufactures thereof; all nonedible animal and vegetable products; all machinery, tools, dies, plates, and apparatus, and materials, necessary or convenient for their manufacture; medical, surgical, laboratory, and sanitary supplies and equipment; all metals, minerals, mineral oils, ores, and all derivatives and manufactures thereof; paper pulp, books, and all printed matter, and materials necessary and convenient for their manufacture; rubber, gums, rosins, tars, and waxes, their products, derivatives, and substitutes, and all articles containing them; wood and wood manufactures; coffee, cocoa, tea, and spices; wines, spirits, mineral waters, and beverages; and all other articles of any kind whatsoever, shall not, on and after the 16th day of February, in the year 1918, be imported into the United States or its territorial possessions from Abyssinia, Afghanistan, Albania, Argentina, Austria-Hungary, Belgium, her colonies, possessions, and protectorates; Bolivia, Brazil, Bulgaria, China, Chile, Colombia, Costa Rica, Cuba, Denmark, her colonies, possessions, and protectorates; Dominican Republic, Ecuador, Egypt, France, her colonies, possessions, and protectorates; Germany, her colonies, possessions, and protectorates; Great Britain, her colonies, possessions, and protectorates; Greece, Guatemala, Haiti, Honduras, Italy, her colonies, possessions, and protectorates; Japan, Liechtenstein, Liberia, Luxembourg, Mexico, Monaco, Montenegro, Morocco, Nepal, The Netherlands, her colonies, possessions, and protectorates; Nicaragua, Norway, Oman, Panama, Paraguay, Persia, Peru, Portugal, her colonies, pos-

sessions, and protectorates; Roumania, Russia, Salvador, San Marino, Serbia, Siam, Spain, her colonies, possessions, and protectorates; Sweden, Switzerland, Turkey, Uruguay, or Venezuela, except under license granted in accordance with regulations or orders and subject to such limitations and exceptions as have heretofore been, or shall hereafter be, prescribed in pursuance of the powers conferred by said act of October 6, 1917. The said proclamation of November 28, 1917, and paragraph 111 of the Executive order of October 12, 1917, are hereby confirmed and continued and all rules and regulations heretofore made in connection therewith or in pursuance thereof are likewise hereby confirmed and continued and made applicable to this proclamation.

In witness whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done in the District of Columbia this 14th day of February, in the year of our Lord one thousand nine hundred and eighteen and of the independence of the United States of America the one hundred and forty-second.

WOODROW WILSON.

By the President:

ROBERT LANSING,
Secretary of State.

NAVIGATION REGULATIONS.

Regulation refusing license to sailing vessel in war zone, September 29, 1917.[1]

[W. T. B., Journ. 1:7; Rules and Reg. No. 2, p. 45.]

The War Trade Board, in accordance with request made by the United States Shipping Board and by the Navy Department, has instructed the Director of the Bureau of Export Licenses not to grant licenses for any proposed shipments by sailing vessel going through the war zone. It is, of course, obvious that steamers can navigate the war zone with less danger than slow sailing craft, and sailing ships, if used in safer waters, would to an extent release steam vessels now used in such waters.

The attention of shippers is therefore called to the fact that clearance will be refused sailing vessels destined to proceed through the war zone,

[1] In view of the cessation of hostilities, the War Trade Board on Nov. 21, 1918, announced that previous restrictions upon the voyages of sailing vessels and auxiliary motor vessels in the so-called "submarine danger zone" have been modified so as to include in the prohibited area only the waters north of the Bay of Biscay, or, in other words, all waters north of 43 degrees 40 minutes north latitude and east 12 degrees west longitude. Additional modifications will be announced from time to time as the waters included within the above-defined area are reported as having been cleared of mines.

It will be observed that the prohibitions hitherto applicable against sailing vessels and auxiliary motor vessels proceeding into the Mediterranean and ports south of the Bay of Biscay are hereby removed. (W. T. B. R. 336. Journ. 16:29.)

regardless of the fact that the goods themselves may have already been licensed. Licenses will be granted in the future for shipments to European countries only on condition that the goods are to be shipped by some vessel other than a sailing vessel. The Board will revoke licenses covering goods to be shipped through the war zone if any shippers attempt to ship them by sailing vessel.—Announcement made September 29, 1917.

Regulations for bunker coal and ship's supplies licenses, Feb. 1, 1918.[1]

[Journal of War Trade Board, 5:11.]

WAR TRADE BOARD,
BUREAU OF TRANSPORTATION,
Washington, D. C.

GENERAL RULES NO. 1 GOVERNING GRANTING LICENSES FOR BUNKER FUEL, PORT, SEA, AND SHIP'S STORES AND SUPPLIES.

No vessel shall be allowed to clear from any port of the United States, or any United States possession, without having secured a license or licenses from the War Trade Board, through its Bureau of Transportation, covering all the bunker fuel aboard the vessel at the time of sailing (including coal, coke, oil, kerosene, and gasoline) and port, sea, and ship's stores and supplies. Stores and supplies are for convenience hereafter included with bunker fuel under the general designation of "bunkers." Before the loading of any "bunkers" on any vessel at any port of the United States or its possessions shall be permitted, the license for "bunkers" must be obtained. All applications for licenses for "bunkers" must be made upon Application Form B–1, or such other form as may hereafter be adopted by this Board. Applications for such licenses shall be approved only in accordance with the following and such other rules as may from time to time be adopted:

I. No application for "bunkers" by a sailing vessel for a voyage into the submarine war zone shall be approved. Sailing vessels equipped with auxiliary motive power shall in the application of these rules be classified as sailing vessels. A motor ship having no sailing power whatsoever shall be deemed to be in the same class as a steamship.

II. No application for "bunkers" by any vessel which has disobeyed any order of the United States Navy or of the United States Shipping Board, hereinafter called "Shipping Board," shall be approved.

III. No application for "bunkers" by any vessel of American registry not requisitioned by the "Shipping Board" shall be approved, except for a voyage and in a trade approved by the War Trade Board, and, if under charter, unless the charterer and the terms and conditions of the charter are approved by the War Trade Board.

[1] The Exports Administrative Board issued a statement of policy on Bunkers to Neutrals, Oct. 5, 1917. (W. T. B., Rules and Reg., No. 1, p. 30.)

IV.[1] No application for "bunkers" by any neutral vessel shall be approved unless the person or persons managing, owning, chartering, or controlling such vessel shall have reported to and filed in duplicate, with the War Trade Board, the name of all the vessels and the masters, and any changes that may from time to time have occurred respecting said vessels and masters, managed, owned, chartered, or controlled by him or them.

V.[1] No application for "bunkers" by any neutral ship shall be approved unless the person or persons owning, managing, chartering, or controlling such vessel shall enter into an agreement in a form to be approved by the War Trade Board, agreeing to comply with and be bound by each and all of the following regulations. Failure to comply with any of these regulations in the case of any one vessel may involve the refusal of "bunkers" to all of the vessels of the particular person firm, or corporation managing, owning, chartering, or controlling the vessel in question:

(*a*) No vessel shall be chartered to a subject (including a person, firm, or corporation) of Germany or its possessions, or of any power allied with Germany, or to any person, firm, or corporation who or which shall not be acceptable to the War Trade Board.

(*b*) No vessel shall trade with, or be bound to, any port in Germany or its possessions, or to any country allied with Germany, nor shall a vessel aid any vessel employed by or for Germany or any country allied with Germany.

(*c*) No vessel shall, without the consent of the State Department, carry any subject of Germany or its possessions, or of any country allied with Germany.

(*d*) No vessel shall carry any cargo which comes from or through or is destined to Germany or its possessions, or to any country allied with Germany.

(*e*) Every vessel which proceeds from or to the United States, to or from Norway, Sweden, Denmark (including Iceland and the Faroe Islands), Holland, Spain, or to or from any neutral port in the Medi-

[1] The War Trade Board announces that the rules governing the issuance of licenses for bunker fuel and ship's stores have been amended so that American vessels not requisitioned by the Shipping Board are brought within the regulations prescribed for neutral vessels in Paragraphs IV and V of the "General Rules No. 1," which were published on Jan. 19 to go into effect Feb. 1, 1918. Paragraphs IV and V as amended read as follows:

IV. No application for "bunkers" by any neutral vessel *or by any vessel of American registry not requisitioned by the U. S. Shipping Board* shall be approved unless the person or persons managing, owning, chartering, or controlling such vessel shall have reported to and filed, in duplicate, with the War Trade Board the names of all the vessels and masters, and any changes that may from time to time have occurred respecting said vessels and masters, managed, owned, chartered, or controlled by him or them.

V. No application for "bunkers" by any neutral ship *or by any vessel of American registry not requisitioned by the U. S. Shipping Board* shall be approved unless the person or persons owning, managing, chartering, or controlling such vessel shall enter into an agreement in a form to be approved by the War Trade Board, agreeing to comply with and be bound by each and all of the following regulations. Failure to comply with any of these regulations in the case of any one vessel may involve the refusal of "bunkers" to all of the vessels of the particular person, firm, or corporation managing, owning, chartering, or controlling the vessel in question. (Feb. 5, 1918, Journ. W. T B. 6:11.)

terranean Sea, shall call for examination as may be directed by the War Trade Board.

(*f*) No vessel shall carry from a port outside the United States to any European port cargo which has been previously approved by the War Trade Board or the Interallied Chartering Executive.

(*g*) No vessel shall carry any cargo from Norway, Sweden, Denmark (including Iceland and the Faroe Islands), Holland, Spain, or Switzerland to any ports unless such cargo is accompanied by a certificate of nonenemy origin.

(*h*) No vessel shall carry any goods which are consigned to "order" (goods may, however, be consigned to the order of a person, firm, or corporation when such person, firm, or corporation is the actual consignee). This provision shall not apply to goods shipped from a port of the United States or its possessions to countries other than Norway, Sweden, Denmark (including Iceland and the Faroe Islands), Holland, Spain, and Switzerland.

(*i*) No vessel shall carry any coal or mineral oil (including naphtha and gasoline) unless the consignee is approved by the War Trade Board.

(*j*) [1] If a vessel is fitted with wireless telegraphy, the sending apparatus shall be sealed in such manner that no message can be sent without

[1] The War Trade Board on Sept. 14, 1918, announced the following amendment to subparagraph (*j*) of Article V of General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies:

"If a vessel is fitted with wireless telegraphy, the sending apparatus shall be sealed in such manner that no message can be sent without the knowledge of the master. The master shall be responsible for seeing, first, that no message to the enemy is sent by wireless telegraphy; second, that no reports are made of vessels sighted or of any weather conditions experienced; third, that no wireless messages of any kind are sent within 200 miles of England, France, Portugal, or Italy, except emergency messages relating to vessels or persons in distress, unless specifically authorized by war-time radio instructions promulgated by authorized representatives of the Navy Department, in which case the specific provisions of such instructions are to be followed exactly."

The following is added to General Rules No. 1 as Article VII thereof:

"No application for bunkers by any vessel under the American flag shall be approved excepting on the same understanding respecting wireless messages as is outlined in subparagraph (*j*) of Article V for neutral and unrequisitioned American vessels." (W. T. B. R. 229, Journ., 14: 24.)

The War Trade Board on Nov. 12, 1918, announced the following amendment of subparagraph (*j*) of Article V of "General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies":

"If a vessel is fitted with wireless telegraphy, the sending apparatus shall be sealed in such a manner that no message can be sent without the knowledge of the master. The master shall be responsible for seeing, first, that no message to the enemy is sent by wireless telegraphy; second, that no reports are made of vessels sighted or of any weather conditions experienced *unless specifically authorized by war-time radio instructions promulgated by authorized representatives of the Navy Department, in which case the specific provisions of such instructions are to be followed exactly;* third, that no wireless messages of any kind are sent within 200 miles of England, France, Portugal, or Italy, except emergency messages relating to vessels or persons in distress, *unless specifically authorized by war-time radio instructions promulgated by authorized representatives of the Navy Department, in which case the specific provisions of such instructions are to be followed exactly.*"

The following shall be added to "General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies" as Article VII thereof:

"No application for bunkers by any vessel under the American flag shall be approved excepting on the same understanding respecting wireless messages as is outlined in subparagraph (*j*) of Article V for neutral and unrequisitioned American vessels." (W. T. B. R. 313, Journ., 16:29.)

the knowledge of the master. The master shall be responsible for seeing, first, that no message to the enemy is sent by wireless telegraphy; second, that no reports are made of vessels sighted or of any weather conditions experienced; third, that no wireless messages of any kind are sent within 200 miles of England, France, Portugal, or Italy, except emergency messages relating to vessels or persons in distress.

(*k*) The owner or charterer shall, upon request to do so by the War Trade Board, dispense with the services of the master, officers, or any members of the crew.

(*l*) No vessel shall proceed on any voyage or be chartered on trip or time charter without the previous consent of the War Trade Board or the Interallied Chartering Executive.

(*m*) No vessel shall carry any cargo which is consigned to or shipped by any person, firm, or corporation with whom citizens of the United States are prohibited by law from trading.

(*n*) No vessel shall carry to or from any European port any cargo which is consigned to or shipped by any person, firm, or corporation with whom citizens of any of the allied countries are prohibited by law from trading.

(*o*) No vessel shall be bought or sold without the previous approval of the United States Shipping Board, War Trade Board, or of the Interallied Chartering Executive.

(*p*) No vessel shall be laid up in port without the approval of the War Trade Board or the Interallied Chartering Executive.

(*q*) Every vessel clearing from a port of the United States shall observe all orders and requirements of the Committee on Ship Protection of the Emergency Fleet Corporation, of the Navy Department, of the Department of Commerce, and the Bureau of War Risk Insurance of the Treasury Department.

(*r*) All "bunkers" received by any vessel shall be used solely for the purposes of the vessel, and no portion of the bunkers shall be landed in any port or transferred to any other vessel.

(*s*) A report in duplicate shall be furnished to the War Trade Board each month, showing in detail the movement of all vessels subject to these regulations.

Regulations, registering new vessels as American, February 23, 1918.

[Journal, W. T. B., 7: 15.]

Action has been taken by the War Trade Board, in cooperation with the United States Shipping Board, to insure that all the vessels turned out under the shipbuilding program, or otherwise, shall be registered as American vessels, and thereby kept under the control of the United States Government. The following announcement was made public on February 23:

In order to effect this a ruling has been adopted by the War Trade Board, which will be incorporated as paragraph VI in General Rules

No. 1, Governing the Granting of Licenses for Bunker Fuel, Port, Sea and Ship's Stores and Supplies, and which reads as follows:

"No application for bunkers by any vessel built in the United States and completed after February 1, 1918, shall be granted, unless the vessel is documented under the American flag, or unless the United States Shipping Board shall have waived such documentation."

Clause (o) of paragraph V of the General Rules No. 1 above referred to, as amended February 5, provides that no neutral or uncommandeered American vessel shall be bought or sold without the previous approval of the United States Shipping Board, the War Trade Board, or the Interallied Chartering Executive.

In the application of this clause (o) the War Trade Board has issued the following announcement of the principles which will guide their action in the administration of this paragraph, which is to the following effect:

"That applications for permission to buy or sell the vessels mentioned in clause (o) of paragraph V should be made in the first instance to the United States Shipping Board and that the War Trade Board would be governed by the decision of the United States Shipping Board upon such application."

For the further guidance of applicants for permission to buy or sell vessels under section (o), the following rules of the Shipping Board have been issued:

"Applications to the Shipping Board for permission to buy or sell vessels under section (o) of paragraph V of the War Trade Board's General Rules No. 1 should include the following information:

"1. Name of vessel.
"2. Official number.
"3. Date of construction.
"4. Type of vessel.
"5. Gross tonnage.
"6. Dead-weight capacity.
"7. Speed.
"8. Name of purchaser
"9. Citizenship." [1]
"10. Number of years' experience on the part of the purchaser in operating vessels.
"11. Trade in which purchaser proposes to place the vessel.
"12. Total price.
"13. Price per dead-weight ton."

Regulations governing the exportation of dunnage, Sept. 9, 1918.

[Journal, W. T. B., 14:24.]

The War Trade Board on September 9, 1918, announced the addition of Paragraph VI to the General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies. The paragraph reads as follows:

No dunnage shall be allowed to proceed out of the United States or any of its territories or possessions on any vessel, except under license of the War Trade Board, either as ship's stores or as cargo. No applications for "bunkers" of any vessel shall be granted

[1] "Attention is called to the following definition of a citizen of the United States, as given in section 2 of the Shipping Act approved September 7, 1916:

"'That within the meaning of this act, no corporation, partnership, or association shall be deemed a citizen of the United States unless the controlling interest therein is owned by citizens of the United States, and, in the case of a corporation, unless its president and managing directors are citizens of the United States and the corporation itself is organized under the laws of the United States, or of a State, Territory, District or possession thereof.'" (Official footnote.)

unless such dunnage as she may have aboard is so licensed. Vessels will not be permitted to clear with dunnage unless properly covered either by export or bunker license. If declared as ship's stores, dunnage can not be discharged at any foreign port or transferred to any other vessel without special permission from the Bureau of Transportation of the War Trade Board.[1]

Steamship owners, agents, and masters and also shippers are reminded that this regulation has been operative for some time, but that heretofore it has not been incorporated in the General Rules which were given publicity. (W. T. B. R. 215.)

Restrictions on deck cargoes and cargoes carried by sailing vessels, Sept. 10, 1918.

[W. T. B., Journ., 14:24.]

The War Trade Board have adopted certain restrictions on deck cargoes on unarmed vessels proceeding without convoy from Atlantic and Gulf ports, as announced on September 10, 1918.[2] The War Trade Board also announce certain restrictions on cargoes carried by sailing vessels. In order to avoid delays and unnecessary expense, vessel owners, charterers, and agents should consult with collectors of customs or agents of the Bureau of Transportation, War Trade Board, before making commitments for deck cargoes or cargoes to be carried by sailing vessels. (W. T. B. R. 220.)

[1] The War Trade Board on Nov. 30, 1918, announced that Paragraph VI to the General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies, has been amended to read as follows:

No dunnage shall be allowed to proceed out of the country on any vessel except under license of the War Trade Board, either as ship's stores or as cargo. No applications for "bunkers" of any vessels shall be granted unless such dunnage as she may have aboard is so licensed. Vessels will not be permitted to clear with dunnage unless properly covered either by export or bunker license. If declared as ship's stores, dunnage can not be discharged at any foreign port or transferred to any other vessel without special permission from the Bureau of Transportation.

Dunnage (lumber and wood), as per following list only—poplar; gum; white pine; yellow pine, under 12" by 12" 25' long; cottonwood; hemlock; staves, shooks, heads, made of red or white oak; staves, shooks, heads, made of ash—which is intended solely for use as dunnage aboard vessel on which shipped, and not for commercial use abroad, will be licensed in usual and reasonable quantities under bunker licenses.

Burlap and jute bagging or bags when used either for topping purposes on board grain vessels or for dunnage purposes on board any vessel will be considered as ship's stores and licensed accordingly.

This ruling cancels all previous rules and regulations respecting the licensing of dunnage. It is suggested that those interested should confer with agents of the Bureau of Transportation, or collectors of customs at ports where there are no agents, for further information on the subject. (W. T. B. R. 344, Journ. 10:31.)

[2] The War Trade Board on Nov. 18, 1918, announced that they had rescinded War Trade Board ruling 220, issued Sept. 10, 1918, with respect to certain restrictions on deck cargoes on unarmed vessels proceeding without convoy from Atlantic and Gulf ports and certain classes of cargo carried by sailing vessels.

The restrictions heretofore imposed upon certain classes of cargo carried by auxiliary motor vessels have also been rescinded. (W. T. B. R. 327, Journ. 16:29.)

RECOGNITION OF INTERNATIONAL STATUS.

Recognition of French Protectorate in Morocco, January 17, 1917.

The Secretary of State to the French Ambassador.

Referring to my informal note of the 2d instant and your excellency's reply of the 8th instant in regard to the recognition of French protectorate in Morocco, I have the honor to inform you that the Government of the United States, taking into consideration the political relations of the Government of the French Republic to the Government of Morocco, has concluded to recognize, and hereby formally recognizes, the establishment of the French protectorate over the French zone of the Shereefian Empire.

The Government of the United States is moved to take this action notwithstanding the present conflict in Europe in order to meet the wishes of the French Government and the French people, for whom the Government and people of the United States entertain a traditional and sincere friendship.

I have the honor to request the customary courtesy of your excellency in bringing the foregoing to the attention of the French Government.

I am, etc.,

ROBERT LANSING.

Recognition of republican government in Russia, March 22, 1917.[1]

Statement by United States Ambassador Francis.

I have the honor, as the ambassador and representative of the Government of the United States accredited to Russia, to state, in accordance with instructions, that the Government of the United States has recognized the new Government of Russia, and I, as ambassador of the United States. will be pleased to continue intercourse with Russia through the medium of the new Government.

May the cordial relations existing between the two countries continue to obtain; may they prove mutually satisfactory and beneficial.

Reply by Russian Foreign Minister, Dr. Paul Milyukoff.

Permit me, in the name of the Provisional Government, to answer the act of recognition by the United States. You have been able to follow for yourself the events which have established the new order of affairs for free Russia. I have been more than once in your country and may bear witness that the ideals which are represented by the Provisional Government are the same as underlie the existence of your own country. I hope that this great change which has come to Russia will do much to bring us closer together than we have ever been before.

I must tell your excellency that during the past few days I have received many congratulations from prominent men in your country assuring me that the public opinion of the United States is in sympathy with us. Permit me to thank you. We are proud to be recognized first by a country whose ideals we cherish.

[1] The Czar abdicated for himself and son Mar. 15, 1917. Great Britain, France, and Italy followed the United States by recognizing the new government March 22, 1917.

Recognition of nationalistic aspirations of Czecho-Slovaks and Jugo-Slavs, May 31, 1918.[1]

(Official United States Bulletin No. 323, p. 2.)

The Secretary of State desires to announce that the proceedings of the Congress of Oppressed Races of Austria-Hungary,[2] which was held in Rome in April, have been followed with great interest by the Government of the United States, and that the nationalistic aspirations of the Czecho-Slovaks and Jugo-Slavs for freedom have the earnest sympathy of this Government.

Recognition of belligerency of Czecho-Slovaks, September 3, 1918.[3]

(Official United States Bulletin No. 402, p. 1.)

The Secretary of State makes the following announcement:

The Czecho-Slovak peoples having taken up arms against the German and Austro-Hungarian Empires and having placed organized armies in the field which are waging war against those Empires under officers of their own nationality and in accordance with the rules and practices of civilized nations; and

The Czecho-Slovaks having, in prosecution of their independent purposes in the present war, confided supreme political authority to the Czecho-Slovak National Council,

The Government of the United States recognizes that a state of belligerency exists between the Czecho-Slovaks thus organized and the German and Austro-Hungarian Empires.

It also recognizes the Czecho-Slovak National Council as a de facto belligerent Government, clothed with proper authority to direct the military and political affairs of the Czecho-Slovaks.

The Government of the United States further declares that it is prepared to enter formally into relations with the de facto Government thus recognized for the purpose of prosecuting the war against the common enemy, the Empires of Germany and Austro-Hungary.

Demand for Austro-Hungarian recognition of independence of Czecho-Slovaks and Jugo-Slavs, October 18, 1918.[4]

[Official United States Bulletin, No. 441, p. 2.]

From the Secretary of State to the Minister of Sweden.

DEPARTMENT OF STATE,
October 18, 1918.

SIR: I have the honor to acknowledge the receipt of your note of the 7th instant, in which you transmit a communication from the Imperial Royal Government of Austria-Hungary to the President. I am

[1] Adhesion by Allied Supreme War Council June 4, 1918, supra, p. 98.
[2] Supra, p. 107.
[3] Recognition by France, June 30, 1918, supra, p. 49; Great Britain, Aug. 13, 1918, supra, p. 99. Japan accorded recognition Sept. 9, 1918. Cuba recognized the belligerency of the Czecho-Slovaks by presidential decree Nov. 5, 1918.
[4] Austrian reply, supra, p. 13.

now instructed by the President to request you to be good enough, through your Government, to convey to the Imperial and Royal Government the following reply:

"The President deems it his duty to say to the Austro-Hungarian Government that he can not entertain the present suggestions of that Government because of certain events of utmost importance which, occurring since the delivery of his address of the 8th of January last, have necessarily altered the attitude and responsibility of the Government of the United States.

"Among the 14 terms of peace which the President formulated at that time occurred the following:

"10. The peoples of Austria-Hungary, whose place among the nations we wish to see safeguarded and assured, should be accorded the freest opportunity of autonomous development.

"Since that sentence was written and uttered to the Congress of the United States the Government of the United States has recognized that a state of belligerency exists between the Czecho-Slovaks and the German and Austro-Hungarian Empires and that the Czecho-Slovaks national council is a de facto belligerent government clothed with proper authority to direct the military and political affairs of the Czecho-Slovaks.

"It has also recognized in the fullest manner the justice of the nationalistic aspirations of the Jugo-Slavs for freedom.

"The President is, therefore, no longer at liberty to accept a mere 'autonomy' of these peoples as a basis of peace, but is obliged to insist that they, and not he, shall be the judges of what action on the part of the Austro-Hungarian Government will satisfy their aspirations and their conception of their rights and destiny as members of the family of nations."

Accept, sir, the renewed assurances of my highest consideration.

ROBERT LANSING.

Note recognizing belligerency of Polish Army, November 2, 1918.

[Official United States Bulletin, No. 455, p. 1.]

DEPARTMENT OF STATE,
November 2, 1918.

Mr. ROMAN DMOWSKI,
President Polish National Committee,
The Washington Hotel, Washington, D. C.

SIR: I beg to acknowledge receipt of your letters of October 18 and October 25 requesting the Government of the United States to associate itself with the Governments of France and Great Britain by recognizing the Polish Army, under the supreme political authority of the Polish National Committee, as autonomous, allied, and co-belligerent.

In reply I beg to inform you that the Government of the United States has not been unmindful of the zeal and tenacity with which the Polish National Committee has prosecuted the task of marshaling its fellow

countrymen in a supreme military effort to free Poland from its present oppressors.

This Government's position with respect to the Polish cause and the Polish people could hardly be more clearly defined than was outlined by the President in his address before the Congress of January 8, 1918. Therefore, feeling as it does a deep sympathy for the Polish people and viewing with gratification the progress of the Polish cause, this Government experiences a feeling of genuine satisfaction in being able to comply with your request by recognizing the Polish Army, under the supreme political authority of the Polish National Committee, as autonomous and co-belligerent.

I am, sir, your obedient servant.

(Signed) ROBERT LANSING.

Note informing Germany of terms on which Armistice may be concluded, November 5, 1919.

[Official United States Bulletin, No. 456, p. 1.]

Mr. Lansing, Secretary of State to Mr. Sulzer, Swiss Minister in Charge of German interests in the United States.

DEPARTMENT OF STATE,
November 5, 1918.

SIR: I have the honor to request you to transmit the following communication to the German Government:

"In my note of October 23, 1918, I advised you that the President had transmitted his correspondence with the German authorities to the governments with which the Government of the United States is associated as a belligerent, with the suggestion that if those governments were disposed to effect peace upon the terms and principles indicated, their military advisers and the military advisers of the United States be asked to submit to the governments associated against Germany the necessary terms of such an armistice as would fully protect the interests of the peoples involved and ensure to the associated governments the unrestricted power to safeguard and enforce the details of the peace to which the German Government had agreed, provided they deemed such an armistice possible from the military point of view.

"The President is now in receipt of a memorandum of observations by the Allied Governments on this correspondence, which is as follows:

"The Allied Governments have given careful consideration to the correspondence which has passed between the President of the United States and the German Government. Subject to the qualifications which follow they declare their willingness to make peace with the Government of Germany on the terms of peace laid down in the President's address to Congress of January, 1918, and the principles of settlement enunciated in his subsequent addresses. They must point out, however, that clause two relating to what is usually described as the freedom of the seas, is open to various interpretations, some of which they could not accept. They must, therefore, reserve to themselves complete freedom on this subject when they enter the peace conference.

"Further, in the conditions of peace, laid down in his address to Congress of January 8, 1918, the President declared that invaded territories must be restored as well as evacuated and freed. The Allied Governments feel that no doubt ought to be allowed to exist as to what this provision implies. By it they understand that compensation will be made by Germany for all damages done to the civilian population of the Allies and their property by the aggression of Germany by land, by sea, and from the air.

"I am instructed by the President to say that he is in agreement with the interpretation set forth in the last paragraph of the memorandum above quoted. I am further instructed by the President to request you to notify the German Government that Marshal Foch has been authorized by the Government of the United States and the Allied Governments to receive properly accredited representatives of the German Government, and to communicate to them terms of an armistice."

Accept, sir, the renewed assurances of my highest consideration.

ROBERT LANSING.

Mr. HANS SULZER,
Minister of Switzerland, in charge of German interests in the United States.

Note recognizing the provisional government of Poland, January 30, 1919.

[Official United States Bulletin, Jan. 30, 1919, p. 1.]

Secretary of State Lansing to Ignace Paderewski.

The President of the United States directs me to extend to you as Prime Minister and Secretary for Foreign Affairs of the Provisional Polish Government his sincere wishes for your success in the high office which you have assumed and his earnest hope that the Government of which you are a part will bring prosperity to the Republic of Poland.

It is my privilege to extend to you at this time my personal greetings and officially to assure you that it will be a source of gratification to enter into official relations with you at the earliest opportunity to render to your country such aid as is possible at this time as it enters upon a new cycle of independent life, will be in full accord with that spirit of friendliness which has in the past animated the American people in their relations with your countrymen.

URUGUAY.

Decree requiring radiotelegraphy on vessels, January 13, 1912.

Considering that wireless telegraphy presents for navigation not only a useful service, but principally a medium for aid of great importance in cases of accident, etc., it is decreed:

ARTICLE I.—After May 1, 1912, all vessels carrying passengers between the ports of the Republic and foreign ports, shall be equipped with radiotelegraphic installations.

ART. II.—Such installations shall be of sufficient strength to receive and transmit messages for a distance of at least 62 miles on river vessels, and 248.5 miles on ocean-going vessels.

ART. III.—The installations shall be kept in good working order, for communicating with stations in the Republic.

ART. IV.—The stations shall be in charge of persons competent to operate radiotelegraphic apparatus.

ART. V.—The service of the stations shall conform, in every respect, to the conditions established at the Berlin International Radiotelegraphic Convention.

ART. VI.—Prior to the decree becoming operative, agents of shipping companies shall inform the inspection general of wireless telegraph national service the characteristics, system, power, etc., of the wireless apparatus installed on vessels owned by the companies they represent.

ART. VII.—After this decree becomes operative, vessels which have not complied with its provisions shall not be granted dispatch to carry passengers in the ports of Uruguay.

ART. VIII.—A similar penalty shall be applied to vessels not keeping their radiotelegraphic apparatus in proper order.

ART. IX.—The inspection general of the wireless telegraph national service is charged with enforcing this decree.

ART. X.—Let this be communicated to interested parties, and published, etc.

BATTLE Y ORDONEZ.

MONTEVIDEO, *January 8, 1912.*

FREDERIC W. GODING,
Consul.

MONTEVIDEO, URUGUAY, *January 13, 1912.*

Decree requisitioning German vessels, September 14, 1917.

MONTEVIDEO, *September 14, 1917.*

DEPARTMENT FOR FOREIGN AFFAIRS, WAR DEPARTMENT AND NAVY DEPARTMENT.

Considering that rumors have reached the executive power that some of the German ships anchored in the port of Montevideo were to be sunk, an event, which if allowed to take place would seriously damage the service of the port;

Considering that it is the duty of the executive power to safeguard the interests of his country and avoid such an event by taking the necessary police measures of a preventive character, as dictated by motives of public safety;

Considering that such a step should not be construed as an aggression against the nation to whom the said ships pertain;

The President of the Republic decrees:

1. The captain of ports will place an armed guard on all interned German ships, in order to prevent any prejudicial acts being committed either against the ships or against the port of Montevideo.

2. This decree to be communicated and published.

(Signed) VIERA.
BALTASAR BRUN.
A. GAYE.

INDEX.

Page.

Aaland Islands, navigation to..... 147
Abdication of—
 Austrian Emperor..... 11, 14
 Bulgarian King..... 11
 German Emperor..... 12, 55
 Russian Czar..... 12, 144
Abyssinia:
 Export to, prohibited..... 196, 198
 Import from, prohibited..... 200
Adjudication of prize (see Prize).
Administration of occupied territory (see Armistice).
Adriatic Islands, Italy to receive..... 102
Adriatic Sea, free navigation in..... 19
 Liberation of..... 108
 Mine fields in..... 100
Afghanistan:
 Export to, prohibited..... 196, 198
 Import from, prohibited..... 200
Africa, Italian expansion in..... 103
Aggression, requisition of vessels not so considered..... 213
Agreement, basis for..... 169
Air craft (see Armistice).
Albania:
 Allocation of territory of..... 102
 Export to, prohibited..... 196, 198
 Import from, prohibited..... 200
 Neutralization of..... 102
 Protectorate of Italy..... 102
Alliance, Lithuania and Germany..... 54
Allies:
 Armistices..... 13, 14, 35, 56, 159
 Agreement with Italy..... 101
 Armistice Commission (see Armistice).
 Commercial agreements with neutrals..... 167, 194
 Export of goods to..... 144, 195
 Military cooperation of..... 101
 Terms of armistice suggested by..... 211
 War Council (see Supreme War Council).
Alsace-Lorraine:
 Delivery of railroads of..... 59
 Evacuation of..... 57, 68
 Inhabitants to be paid debts..... 77
 Maintenance of railroads in..... 72
American nations, solidarity of..... 99
Amerongen, Netherlands, abdication of Kaiser at..... 55
Amier River, anchorage prohibition in..... 136
Anchorage:
 Prohibitions..... 134, 136
 Regulations..... 45, 121, 136, 163, 164
Angary (see Requisition).
Appraisal of vessels..... 127, 171
 (See also Prize.)

Page.

Arabia:
- Disposition of. 103
- Independence of. 103

Argentine Republic:
- Export to, prohibited. 196, 198
- Import from, prohibited. 200

Armed merchant vessels:
- Consul to guaranty defensive character. 39
- Defensive character to be determined. 38
- Sojourn of. 38

Armenia:
- Occupation of. 161
- Interned inhabitants to be handed over to Allies. 160

Arming of vessels in neutral territory (see Base of operations).

Armistice:
- Administration of occupied territory. 17, 30, 35, 58
- Aerial forces immobilized. 66
- Air craft to be concentrated. 19
- Arrest of persons violating. 146
- Blockade to continue. 19, 66
- Cessation of hostilities. 14, 18, 21, 26, 34, 37, 56, 63, 85, 145, 147, 161
- Consuls, withdrawal of. 36
- Control of merchant fleet. 83
- Control of telegraph, telephone, and radio. 37, 70, 73, 160
- Declaration of German plenipotentiaries on signing. 73
- Demobilization. 14, 30, 35, 160
- Denunciation of treaties. 62
- Destruction in evacuated territory forbidden. 35, 58, 83
- Destruction of military material forbidden. 16, 29, 160
- Destruction of naval material forbidden. 67
- Destruction of vessels forbidden. 20, 27, 28
- Diplomatic officials of allied powers to withdraw. 36
- Duration of. 67
- Effect of noncombatants. 74
- Evacuation of persons of allied nationality. 161
- Evacuation of territory. 15, 35, 57, 61, 148, 160, 161
- Evacuation of troops. 17, 30, 36
- Execution of. 73, 76, 78, 79, 85
- Execution of impossible. 74
- Financial guaranties. 77
- Financial guaranties not fulfilled. 76
- Fortifications to be dismantled. 19
- Freedom of navigation. 18, 19, 65
- Horses to be retained. 22
- Injury to inhabitants of evacuated regions forbidden. 58
- Intercourse between belligerents. 146
- Interment of dead. 146
- Internal administration exempt from interference. 34
- Internment of troops. 17
- Internment of vessels. 64, 65
- Line of demarkation. 146, 147
- Maintenance of troops. 33, 60
- Material not to be removed from evacuated territory. 35, 66
- Means of communication not to be impaired. 59
- Military forces allowed for police. 30
- Military practice. 148
- Mine fields to be indicated. 19, 27, 33, 60, 65, 160
- Mines to be discharged. 25
- Nationals of allied powers to withdraw. 36
- Naval stores to be supplied. 160

Armistice—Continued. Page.
Neutrality questions not to be raised.... 66
Neutral zone.... 21, 58, 69, 83, 146
Notification of neutrals.... 18, 63, 67
Occupation of evacuated territory.... 16, 29, 30, 57, 69
Occupation of neutral zone.... 76
Occupation of right bank of Rhine.... 83
Occupation of strategic points.... 17, 31, 37, 160
Occupation of territory.... 19, 160, 161
Passage of troops forbidden.... 34
Passage of troops permitted.... 31, 33, 37
Personal equipment to be retained.... 22, 36
Pillage forbidden.... 16
Pilots to be furnished.... 29
Place of surrendering material.... 23
Poisoned wells to be revealed.... 60
Population of evacuated regions, ill treatment of.... 76
Ports to be opened.... 33
Postal and telegraphic communication forbidden.... 33
Postal control.... 34
Previous agreement on conditions of.... 101
Prisoners of war—
Disposal of.... 161
Employment of.... 36
Exchange of.... 149
Ill treatment of.... 76
Repatriation of.... 17, 20, 25, 33, 36, 60, 63, 80, 160
Troops to become.... 21, 24, 36, 57
Prolongation of.... 75, 78, 85
Prosecution of inhabitants forbidden.... 58
Provisioning of civilian population.... 62, 66, 83
Railroads—
Use of.... 24, 37, 160
Repair of.... 32
Reenforcement of troops forbidden.... 145
Reestablishment of cultural and commercial relations.... 149
Relations with ally to cease.... 34, 38, 161
Reparation for damages.... 63
Repatriation of interned civilians.... 25, 33, 36, 57, 160
Repatriation of prisoners of war. (*See* Armistice, prisoners of war.)
Reprisals for violation of.... 60
Restoration of industrial and agricultural material.... 82
Of money and papers.... 63
Of property in invaded regions.... 77, 78
Of vessels.... 20, 28, 66
Requisitions—
Forbidden.... 16, 62
Payment for.... 24, 60
Permitted.... 17, 33, 60
Sick and wounded, care of in occupied territory.... 17
Straits to be opened to navigation.... 160
Submarines not delivered.... 76
Surrender of agricultural machinery.... 79
Of goods in evacuated territory.... 59
Of military material.... 16, 22, 32, 36, 57
Of submarines.... 18, 63, 81
Of territory.... 160
(*See also* Armistice, occupation of territory.)
Of transporation material.... 31, 59, 71, 79
Of troops.... 161
Of vessels.... 18, 19, 26, 27, 31, 32, 64, 75, 81, 160

Armistice—Continued. Page.
Telegraph control 34
Telegraphs, repair of 32
Telephone, control of 34
Termination of 85, 145
Termination not automatic on nonexecution 67
Time—For evacuation 24, 28, 30, 57, 58, 68, 69, 74
For surrendering material 64, 70, 83
Transfer of vessels forbidden 67
Transmission of intelligence, means of, under occupants' control 37, 70, 73, 160
Transportation, maintenance of, in evacuated territory 70, 71
Transport material, use of 17, 31
Troops, surrender of. (*See* Armistice, surrender of troops.)
Vessels—
Liable to capture 19, 66
Movement of, to be notified 26, 63
Surrender of. (*See* Armistice, surrender of vessels.)
Violation of 76
Armistice commissions:
Allied 23, 25, 28, 70, 79
German 79
International 68, 72, 76, 79, 86, 148, 149
Maintenance of 26
Armistices:
Austria-Hungary with Allies and associated powers 13, 14
Bulgaria with Allies 13, 35
Germany with Allies and associated powers 13, 56
Hungary with Allies and associated powers 30
List of, European war 12
Roumania with central powers 12
Russia with central powers 13, 145
Turkey with Allies 13, 159
Asia Minor, mine fields on coast of 48
Assir, surrender of garrison 161
Associated powers and Allies, armistices 13, 14, 56
Asturias, British hospital ship 90
Asylum:
In time of peace 45
To belligerent war vessels 50, 121, 151
To prizes 51, 152
To submarine vessels 118
Austria-Hungary:
Abdication of Emperor 11, 14
Armistices 13, 14
Autonomy of people demanded 210
Declaration of oppressed nationalities of 107
Declaration of war 11
Evacuation of territory 15
Export to, prohibited 196, 198
Import from, prohibited 200
Independence of nationalities demanded 210
Opposed to national aspirations 108
Recognition of States by 11, 12, 13
Requisition of vessel of 171
Autonomy:
Declaration of 47
Of army recognized 210, 211
Of nationalities demanded 210
Auxiliary vessel. (*See* Vessels.)

Page.
Azores, war zone around ... 51
Baku, occupation of ... 160
Balance of power in Mediterannean ... 102
Baltic ports, exports from, prohibited ... 139
Baltic Sea:
 Free access to ... 65
 Mine fields in ... 135
Base of operations:
 Augmenting crew of belligerent war vessel in neutral territory forbidden ... 50, 151
 Departure of vessel intended to cruise from neutral waters forbidden ... 152
 Establishment of coaling station in neutral territory forbidden ... 152
 Increase of armament in neutral port forbidden ... 50, 151, 152
 Repair of belligerent war vessel in neutral territory forbidden without authorization ... 151
 Use of neutral territory as, forbidden ... 152
Batum, occupation of ... 160
Bay of Biscay, war zone in ... 201
Bays. (*See* Territorial waters.)
Belgian Relief Commission, vessels of ... 52, 168
Belgium:
 Export to, prohibited ... 196, 198
 Import from, prohibited ... 200
 Evacuation of ... 57, 66, 68
Belligerency, recognition of ... 209, 210
 (*See also* Recognition.)
Bergen, Norway, military port ... 117
Bill of sale, ship's paper ... 40
Blacklist:
 Bunkers to be refused to vessels trading with firms on ... 205
 Cable to firms on, prohibited ... 188
 Importance of ... 91
 United States ... 193, 194
Black Sea, mine fields in ... 28, 33, 132, 160
 Ports to be evacuated ... 66
Blockade:
 Definition ... 40
 Effectiveness ... 40
 Financial ... 91
 Great Britain, report on administration of ... 91
 Importance of ... 91
 Liability for breach of ... 40, 42, 44, 128
 Method of conducting ... 92
 Of Italy ... 107
 Unaffected by armistice ... 66
 (*See also* Armistice.)
Blockaded waters, war zone referred to as ... 52
Bolivia:
 Export to, prohibited ... 196, 198
 Import from, prohibited ... 200
Bone fide transfer ... 39
Boris, Bulgarian king, abdication of ... 11
Bosphorus, opening of ... 160
Bothnia, Gulf of:
 Mine fields in ... 136
 Navigation in ... 138
Bourgas, Bay of, entry forbidden ... 35
Brazil:
 Decree revoking neutrality ... 34
 Export to, prohibited ... 196, 198
 Import from, prohibited ... 200

Page.
Brenner River, to be boundary of Italy 101
Bret-Litovsk:
Armistice of, Russia-Central powers 145
Treaty of, Russia-Central powers 62, 145
Bucharest, treaty of, denounced 62
Bulgaria:
Abdication of emperor 11
Armistice 13, 35
Circular, defensive sea area 35
Declaration of war 11
Export to, prohibited 196, 198
Import from, prohibited 200
Bunker coal, United States regulations 202
(*See also* Navigation regulations.)
Bunkers, definition of 202
Cable:
Censorship of. (*See* Censorship.)
Method of operating under Government control 191, 192
United States, law authorizing taking over by Government 190
(*See also* Transmission of intelligence.)
Canada:
Law, transfer of vessels 87
Licenses for export to 195
Canal, Kaiser Wilhelm, navigation of 50
Capture:
Exemptions from 42
Forbidden in neutral waters 39, 50, 151
Procedure 42
Report of 43
Right of 39
Vessels liable to 42, 122
Cargo:
Invoice of, on captured vessel 42
(*See also* Enemy goods, Neutral goods.)
Cartel ship. (*See* Vessels.)
Cattegat 65
Censorship, cable:
Addresses 173, 174, 178, 181, 184, 188
Atlantic cables, by United States 180
Codes permitted 173, 174, 177, 180, 186
Conformity of United States to British and French 183
Information to be furnished censor 173, 175, 178, 181, 183, 185, 186, 189
Languages permitted 173, 174, 177, 180, 186
Location of stations for, in United States 173, 175, 179, 182, 187
Name of vessel to be designated 181, 187
Objects of 172
Penalty for attempt to evade 183
Personnel directing in United States 172
Prohibited matter 176, 180, 183
Message to blacklisted firm 188
Message to enemy territory 180, 184
Military information 176, 180, 183
Signature 173, 174, 176, 178, 181, 185
Test words 175, 176, 179, 182, 187
Text of message 173, 174, 178, 181, 186
(*See also* Cable, Radiotelegraph, Telegraph, Telephone, Transmission of intelligence.)

Page.
Cernavoda, mine fields near 119
Cessation of hostilities. (*See* Armistice.)
Charles, Austrian Emperor, abdication 11, 14
Charter party, ship's paper 40
Chief of State, sojourn of vessel carrying 45, 50, 121
Chile:
 Export to, prohibited 196, 198
 Import from, prohibited 200
China:
 Export to, prohibited 196, 198
 Import from, prohibited 200
 Regulations, prize 39
 Regulations, sojourn of vessels 38
Christiansand, Norway, military port 117
Citizen, definition of 206
Clearance of vessel, circumstances in which forbidden 163
Coaling in neutral port of belligerent war vessel:
 Full bunker rule 50, 151
 Three months' interval rule 152
 (*See also* Base of operations.)
Coaling station, not to be established in neutral territory 152
Coast fishing vessel. (*See* Vessels.)
Cobelligerent:
 Application of neutrality laws to 162
 Censorship of cables to 180
 Permitted to recruit in United States 162
Codes telegraphic. (*See* Censorship.)
Coercion of neutral 169, 193
Colombia:
 Export to, prohibited 196, 198
 Import from, prohibited 200
Combatants, definition 40
 (*See also* Persons.)
Commercial restrictions:
 Allied or national vessels to be used 143
 Bunker coal regulations 94
 Call at British port required 94
 Coercion of neutrals 93, 169, 193
 Commodities of which export prohibited 196, 198
 Commodities of which import prohibited 200
 "Conservation list" 195
 Destination of goods to be affirmed 204
 Discrimination forbidden 196, 198, 199
 Embargoes 193, 194
 To border neutrals 94
 Exports Administration Board created, United States 192
 Export Council created, United States 192
 Export licenses authorized 140, 192, 195
 Procedure for obtaining 194, 197
 Export prohibitions 95, 139, 195
 Purpose of 195
 Great Britain, policy in reference to 91
 Proclamations relating to 95, 97
 Import licenses, procedure for obtaining 194
 Required 201
 Legality of measures 94
 "Letters of assurance" not required 194
 Methods of bringing economic pressure on neutrals 93

Commercial restrictions—Continued. Page:
Military and naval material embargoed ... 96
Netherlands, relations with allies ... 167
Object of ... 193
Penalty for violation of ... 196
Personal effects exempt from embargo ... 98
Preemption ... 98
Printed matter exempt from embargo ... 98
Rationing schedules ... 92
Retaliation ... 193
Russia, regulations relating to ... 139
States to which export prohibited ... 196, 198
States from which import prohibited ... 200
Statistics of trade ... 93
Trade agreements. (*See* Treaties.)
United States—Laws relating to ... 193, 195, 197, 199
Policy in reference to ... 197
Proclamations relating to ... 195, 197, 199
Trading with the enemy act ... 193
War Trade Council created, United States ... 192
Commissions. (*See* Armistice.)
Committee on Public Information, United States, to regulate censorship ... 172
Compensation. (*See* Peace terms, Requisition.)
Condemnation, vessels liable to ... 44
(*See also* Prize.)
Confederation, Lithunia and Germany ... 55
Confiscation:
Liability of vessel to ... 123
(*See also* Prize.)
Of illegally transferred vessel ... 48
Consul:
To be informed of transfer of vessel ... 1–5
To guaranty character of armed merchant vessel ... 39
(*See also* Armistice.)
Continuous voyage ... 93
(*See also* Contraband.)
Contraband:
Absolute ... 122, 125
Application of continuous voyage to ... 125
Application of days of grace to ... 123, 124
Conditional ... 122, 125
Destination of ... 125
Liability of ... 124, 125
Liability of vessel for carriage of ... 40, 42, 44, 125, 130
Merchant vessel not itself considered so ... 125
Regulations to be issued ... 40
Rules of ... 122
Vessels carrying not permitted in convoy ... 154
Conversion of vessel ... 113
Convoy, enemy, liability of vessels under ... 42, 44
Convoy, neutral:
Procedure for arranging ... 153
Purpose of ... 153
Responsibility of vessels under ... 155
Swedish law relating to ... 153
To be respected ... 41
Vessels permitted in ... 154
Corfu, Declaration of. (*See* Declaration of Corfu.)
Corporation, nationality of ... 206
(*See also* Persons.)

Costa Rica: Page.
Declaration of War ... 11
Export to, prohibited ... 196, 198
Import from, prohibited ... 200
Courland (Curland), export from, prohibited ... 139, 143
Crew list, ship's paper ... 40
Cuba:
Declaration of War ... 11
Export to, prohibited ... 196, 198
Import from, prohibited ... 200
Recognition of States by ... 11
Customs regulations ... 152
Cyrenaica, surrender of ports in ... 161
Czecho-Slovakia:
Barrier to aggression ... 49
Declaration of independence ... 11, 108
Recognition of ... 11, 13, 49, 99, 109, 209
Dalmatia:
Evacuation of ... 15, 24
Italy to receive ... 102
Danube:
Mine fields in ... 33, 118
Mine fields to be removed from ... 28
Free navigation in ... 19
Danzig ... 62
Dardanelles, opening of ... 160
Days of grace:
Application to contraband. (*See* Contraband.)
Japanese declaration relating to ... 118
Reciprocity in ... 113
Route to be followed by vessel receiving ... 131
Declaration of Corfu ... 102
Declaration of independence by:
Czecho-Slovak Republic ... 11
Finland ... 11, 47
Hedjaz ... 12
Jugo-Slav peoples ... 12, 107
Ukraine ... 12
Declaration of London:
Application of, discontinued ... 130
Enemy character (art. 57) ... 129
Report of drafting committee to be considered ... 127
Russian decree relating to ... 130
Declaration of Rome (1918) ... 107
Declaration of war:
Effect of, by United States against Germany ... 94
List of, in European war ... 11
Principle justifying—Duty to contribute to triumph of cause of civilization ... 99
Declarations of war:
Bulgaria against Roumania ... 11
Costa Rica against Germany ... 11
Cuba against Austria ... 11
Guatemala against—
Austria ... 11
Germany ... 11
Italy against Central powers ... 103
Haiti against Germany ... 11
Honduras against Germany ... 11, 99
Nicaragua against—
Austria ... 11
Germany ... 11

Page.
De facto governments, recognition of 12, 209, 210
Defensive sea area:
Bulgaria, circular relating to 35
Chesapeake Bay 164
German Bay 53
Germany, notice of 53
Japan, notice of 109, 110
Navigation in, forbidden 158
Neutral 156, 158
Penalty for violation of 162
Turkish circular relating to 159
United States, Executive order relating to 164
United States, law relating to 161
Vessels in, may be fired on 159
Waters around Sames and Khies 159
White Sea 133
(*See also* Navigation regulations.)
Demobilization. (*See* Armistice.)
Denmark:
Export to, prohibited 97, 196, 198
Import from, prohibited 200
Minefields off coast of 134, 135
Mine laying by 134
Recognition of States by 11
To be notified of freedom of navigation 67
Trade agreements of 194
Destination:
Of enemy vessels 113
Of goods to be guaranteed 141, 204
(*See also* Contraband.)
Destruction:
Of enemy vessels 126
Of hospital ships—
Great Britain, statements relating to 89, 90
Red Cross, statement relating to 90
Of neutral vessels—
Regulations for 126
Threatened 109
Of prizes 43
Of Ship's papers. (*See* Ship's papers.)
Of vessels—
Effect of 166
In forbidden area 131
(*See also* Armistice.)
Diplomatic officers:
To give guaranty of destination of goods 141
To give notice of sojourn of vessel 121
Vessels carrying, sojourn of 45, 50, 121
(*See also* Armistice.)
Dodecanesous Islands, Italy to receive 102
Domicile:
Definition 39
Evidence of enemy character 39
Of corporations 39
Dominican Republic:
Export to, prohibited 196, 198
Import from, prohibited 200
Donegal, British hospital ship 90, 91
Dunnage. (*See* Navigation regulations.)

Page.
Ecuador:
Export to, prohibited ... 196, 198
Import from, prohibited ... 200
Regulations, sojourn of vessels ... 45
Egypt:
Exports to, prohibited ... 196, 198
Imports from, prohibited ... 200
Embargo, on blacklisted firms ... 92
(*See also* Commercial restrictions.)
Emergency, existence of proclaimed ... 166
Enemy cargo in neutral vessel ... 44, 122
Enemy character:
Of corporations ... 52
Of goods—
Ownership ... 39
Destination ... 39
Incomplete transfer ... 39
Of persons, domicile (*see also* Persons) ... 39
Of vessels—
Charter ... 52
Flag ... 39
Ownership ... 39, 52, 129, 130
Russian order relating to ... 129
Service ... 39, 52
State which has yielded tonnage to enemy ... 53
Subject to visit ... 40
(*See also* Vessels.)
Enemy ownership, goods of, liable to condemnation ... 44
Enemy persons:
Definition of ... 193
Vessels not to be chartered to ... 203
Enemy service, liability of vessels in ... 123, 130
Enemy territory, messages to, forbidden ... 180, 184
Enemy trade:
United States policy toward ... 193
Vessels engaged in, to be refused bunkers ... 203
(*See also* Blacklist, Commercial restrictions.)
Enemy trading list. (*See* Blacklist.)
Enemy vessel. (*See* Vessels, enemy character.)
England, export of goods to, from Russia ... 142
(*See also* Great Britain.)
English language, use in cables permitted ... 174, 177, 180, 186
Entente, Triple. (*See* Allies.)
Eritria, Italian expansion in ... 103
Espionage act, United States ... 162
Esthonia (Estland):
Export from, prohibited ... 143
Recognition of ... 11
Exports Administration Board, United States ... 192
Exports Council, United States ... 192
Exports. (*See* Commercial restrictions.)
Ex-territorial jurisdiction ... 92
Evacuation of territory. (*See* Armistice.)
Far East, destruction of German business in ... 92
Faroe Islands, vessels trading with to be examined ... 203
Ferdinand, Bulgarian king, abdication ... 11
Financial regulations to be respected ... 45
(*See also* Armistice, Port regulations.)

Halifax: Page.
Calls at, abolished 194
Stoppage of vessels at 94
Harbor regulations 164
Health regulations 121
Hedjaz:
Declaration of independence 12
Recognition of 12
Surrender of garrisons in 161
Helgoland, occupation of 75
Holland. (*See* Netherlands.)
Holy See. (*See* Papacy.)
Honduras:
Declaration of war 11, 99
Export to, prohibited 196, 199
Import from, prohibited 201
Hospital ships. (*See* Vessels.)
Hostilities, cessation of. (*See* Armistice, Germany.)
Humanity, crimes against 90
Hungary, armistice 30
(*See also* Austria-Hungary.)
Iceland, vessels trading with, to be examined 203
Imports. (*See* Commercial restrictions.)
Indemnity. (*See* Peace terms.)
Independence, right of 108
(*See also* Declaration of Independence, Recognition.)
Inland waters. (*See* Territorial waters.)
Inlets. (*See* Territorial waters.)
Innocent passage, permitted 151
Interallied chartering committee 92, 204, 205
International Armistice Commission. (*See* Armistice Commissions.)
International law:
Crimes against 90
Requires compensation for requisitioned vessels 167, 170
Right of requisition under 166, 170
To be applied in naval war 130
International Red Cross Committee. (*See* Red Cross.)
Interned civilians. (*See* Armistice, repatriation.)
Internment:
Of submarines 116
Of war vessels 155
Radio to be dismantled 155
Supervision by neutral 156
Swedish decree relating to 155
(*See also* Armistice.)
Istria, Italy to receive 101
Italian language, use in cables permitted 180, 186
Italians, declaration of independence 108
Italy:
Agreement on entering war 101
Agreement with Jugo Slavs 108
Blockade of 107
Declaration of war by 103
Decree, jurisdictional waters 99
Decree, requisition of vessels 104
Decree, transfer of vessels 105
Export to, prohibited 196, 199
Import from, prohibited 200
Notice mine fields 100, 107

taly—Continued. Page.
Protectorate of Albania promised to ... 102
Recognition of States by ... 11, 12, 107, 109
Territory promised to ... 101
Japan:
Declaration, days of grace ... 112
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Instructions, visit and search ... 113
Ordinance, transfer of vessels ... 114
Notification, defensive sea areas ... 109, 110
Recognition of States by ... 11
Regulations, defensive sea area ... 109, 110
Jews, British statement of policy with reference to national home for ... 98
Jugo-Slavs:
Agreement with Italy ... 108
Barrier to aggression ... 49
Declaration of independence ... 12, 107, 108
Declaration of Supreme War Council in reference to ... 98
National aspirations of, approved ... 98, 107, 108, 209
Recognition of ... 12, 13, 98, 209
Jurisdiction, ex-territorial ... 92
Jurisdictional waters. (*See* Territorial waters.)
Kaiser Wilhelm Canal ... 50
Khios, Island of, defensive sea area around ... 160
Kirkwall, stoppage of vessels at ... 94
Kogrund Passage, navigation of ... 156, 157
Lanfranc, British hospital ship ... 90, 91
Lausanne, treaty of ... 103
Leichtenstein:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Liberia:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Libya, rights of Italy in ... 108
Licenses. (*See* Commercial restrictions.)
Lithuania:
Declaration of independence ... 54
Recognition of ... 12, 54
Livonia (Lifland), export from, prohibited ... 139, 143
Local regulations ... 152
(*See also* Port Regulations.)
Local trade, vessels engaged in. (*See* Vessels.)
Log, ship's:
Entry of visit in ... 41
Ship's paper ... 40
Luxemburg:
Evacuation of ... 57, 98
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Mails, on prize to be forwarded ... 43
Martha Washington, Austrian vessel requisitioned, by United States ... 171
Mediterranean Sea:
Political balance in ... 102
Vessels trading with neutral ports in, to be examined ... 203
War zone in ... 52, 201
Mesapotamia, surrender of garrisons in ... 161

Mexico: Page.
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Telegraph and telephone messages to, to be censored ... 172
Military information. (*See* Censorship, transmission of intelligence.)
Military material. (*See* Armistice, commercial restrictions.)
Military necessity justifies requisition of vessel ... 166, 170
Military port. (*See* Port.)
Milyukoff, Paul, Russian foreign minister, statement by ... 208
Mined areas:
Adriatic Sea ... 100
Baltic Sea ... 135
Black Sea ... 132
Danish coast ... 134, 135
Gulf of Bothnia ... 136
Gulf of Finland ... 131
Kogrund Passage ... 156
Swedish coast ... 132, 134, 135
Swedish waters ... 158
Tyrrhennian Sea ... 107
White Sea ... 133
(*See also* Defensive sea areas.)
Mines:
France, notice of areas ... 48
Italy, decree relating to ... 100
Italy, notice of areas ... 107
Marking of areas ... 120
Regulations for navigation in ... 158
Reward for location of ... 132
Roumania, notice of areas ... 118, 119
Russia, notice of areas ... 132, 133, 134, 135, 136
Sweden, regulations relating to ... 158
Use of, by neutrals ... 150
(*See also* Armistice.)
Mohammedan power, to control Arabia ... 103
Monaco:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Montenegro:
Claim to Albania ... 102
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Morocco:
Export to, prohibited ... 196, 199
French protectorate in ... 208
Import from, prohibited ... 200
Neutrality regulations ... 115
Nationalistic aspirations. (*See* Recognition.)
Nationality:
Basis for territorial allocations ... 108
Of corporations ... 206
Right of ... 49, 108
(*See also* Declaration of independence, recognition.)
Naval material. (*See* Armistice, commercial restrictions.)
Navigation:
Freedom of. (*See* Armistice, freedom of the seas.)
In belligerent waters ... 163
In neutral waters ... 158
Internal ... 139
In territorial waters ... 49

Navigation regulations: Page.
Bunker coal permitted ... 143, 169
Bunker-coal regulations, purpose of ... 194
Bunker-coal restrictions ... 92, 202
Bunker coal to be refused vessels not registered ... 206
By Russia ... 131, 136, 137
By Sweden ... 156, 159
By United States ... 162, 201, 202, 205, 206, 207
Clearance licenses, to be issued ... 202
Clearance, may be refused ... 196
Deck cargoes, restrictions on ... 207
Dunnage, export forbidden ... 206, 207
For Adriatic Sea ... 100
For defensive sea areas ... 110, 111
(*See also* Defensive sea areas.)
For Gulf of Bothnia ... 138
For Gulf of Finland ... 131, 137
For Gulf of Riga ... 138
For Kogrund Passage ... 156
For military ports ... 117
For mined areas ... 119
(*See also* Mined areas.)
For Swedish coast ... 134
For White Sea ... 133
Licenses required ... 106, 201
National vessels, restrictions on ... 114
Neutral, to be observed ... 156
Removed by armistice ... 67
Sailing vessels forbidden in war zone ... 201, 202
(*See also* Commercial restrictions, Defensive sea area, Local regulations, Mined areas, War zones.)
Nepal:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Netherlands:
Colonies, trade with Germany ... 93
Commercial agreements ... 167, 194
Export to, prohibited ... 97, 196, 199
Import from, prohibited ... 200
Licenses for export ... 195
Prisoners of war, interned in ... 61
Requisition of vessels by United States ... 166
Requisition of vessels explained ... 169
To be notified of freedom of navigation ... 67
Vessels trading with to be examined ... 203
Vessels, use of by United States ... 170
Neutral commerce. (*See* Commercial restrictions.)
Neutral flag. (*See* Flag.)
Neutral goods in enemy vessel ... 122
Neutral persons. (*See* Persons.)
Neutral property at sea. (*See* Blockade, Capture, Contraband, Free ships, Neutral goods, Unneutral service, Visit and search.)
Neutral rights, German attitude toward ... 169
Neutral shipping companies, agreements with ... 92
Neutral States:
Bordering Germany, trade of ... 93
Export prohibitions to, purpose of ... 195
Methods of bringing economic pressure upon ... 93
Notifications to. (*See* Armistice.)
Trade agreements with ... 193

Page.
Neutral traders, scrutiny of suspected 92
Neutral zone. (*See* Armistice.)
Neutrality:
Morocco regulations relating to 115
Observance of regulations required 150
Revocation of 34
Swedish regulations relating to 150
United States laws of, amended 162
Violation of 150
Neutralization of Albania 102
Neutralized territory, visit and search in forbidden 39
New Amsterdam, Netherlands' vessel not requisitioned 169
Nicaragua:
Declaration of war 11
Export to, prohibited 196, 199
Import from, prohibited 200
Norway:
Export to, prohibited 97, 196, 199
Export to, from Russia 142, 144
Import from, prohibited 200
License for export to 195
Note, limits of military ports 117
Note, sojourn of vessels 117
Recognition of states by 11
Regulations, territorial waters 118
To be notified of freedom of navigation 67
Trade agreements with belligerents 194
Vessels trading with to be examined 203
Occupation of territory. (*See* Armistice.)
Occupied territory, status of 39
Oman:
Export to, prohibited 196, 199
Import from, prohibited 200
Order regulations 121
Paderewski, Ignace, prime minister of Poland, recognition of government of 212
Palestine, statement of policy with reference to 98
Panama:
Export to, prohibited 196, 199
Import from, prohibited 200
Papacy, exclusion from peace negotiations 103
Papers. (*See* Ship's papers.)
Paraguay:
Export to, prohibited 196, 199
Import from, prohibited 200
Parole of personnel of interned vessel 156
Passport, ship's paper 39
Peace, conditions of a just 98
Peace negotiations 148
Exclusion of Papacy from 103
Peace preliminaries, armistice to be extended to 75, 78
Peace terms:
Compensation for damages 212
Fourteen points 210, 211
Restoration of territory 212
Peace treaty:
Agreement relating to 101
Ordinance to terminate after 115

Persia: Page.
Evacuation of ... 148, 160
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Territorial integrity of ... 148
Persons:
Corporation—
Foreign controlled, definition ... 88
National, definition ... 89
Enemy—
On neutral vessel, may be made prisoner of war ... 130
Removed from vessel in belligerent waters ... 163
Treatment of vessel carrying ... 42, 44
Nationality of ... 206
Neutral—
On prize to be released ... 43
Commercial agreements with belligerent ... 92
Noncombatants—
Effect of armistice on ... 74
Safety to be assured before destruction of vessel ... 43
Treatment of on prize ... 42
Peru:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Petrograd, export from, forbidden ... 139, 143
Philanthropic vessel. (*See* Vessels.)
Pillage. (*See* Armistice.)
Pilot:
Embarkation of ... 26
Use of neutral, required ... 131, 152
Pilot vessel, signals of ... 110, 111
Pilotage ... 50
In defensive sea area ... 110, 111, 157
In mine fields ... 119
Regulations ... 152
Poisoned wells to be revealed ... 60
Pola, occupation of ... 19
Poland:
Barrier to aggression ... 49
Declaration of independence ... 108
Hostilities against, to cease ... 85
Independence of, affirmed ... 98
Recognition of ... 12, 13, 53, 209, 212
Police power of State; not affected by government operation of means of communication ... 190
Police regulations ... 45, 152
Port:
Conditionally open ... 120
Military, access to, forbidden ... 117
Open, definition of ... 120
Police powers of ... 213
Port regulations, to be respected ... 45, 121, 152
Portugal:
Export to, prohibited ... 196, 199
Import from, prohibited ... 200
Postal. (*See* Armistice.)
Postmaster General, United States, to operate cables ... 190
Preemption ... 93

Prisoners of war: Page.
Armed forces of enemy on neutral vessel treated as ... 130
Conventions relating to ... 61
Neutral persons on prize, not so considered ... 43
Officers and crew of enemy prize treated as ... 42
Repatriation of. (*See* Armistice.)
Private property at sea. (*See* Blockade, Capture, Commercial restrictions, Contraband, Enemy character, Free ships, Neutral goods, Neutral commerce, Unneutral service, Visit and search.)
Privateers, sojourn of, forbidden ... 152
Prize:
Appraisal of, Russian regulations ... 127
Asylum to ... 152
Definition ... 40
Destruction of. (*See* Destruction.)
Hatches to be sealed ... 42
Passengers to be released ... 42
Perishable goods on, to be sold ... 43
Restoration of ... 151
Sale of, in neutral territory forbidden ... 152
Sequestration of ... 51
Sojourn of, forbidden ... 152
To be adjudicated ... 44
To be brought to port ... 43
Treatment of ... 42
Prize court:
Forbidden in neutral territory ... 50, 152
To adjudicate all prizes ... 40, 43, 44
Vessels condemned by, to be restored ... 76
Prize money, abolished ... 126
Prize regulations:
China ... 39
Enforcement of ... 45
Russia ... 121, 127, 128, 129, 130
Protectorate:
Morocco, by France ... 208
Albania, by Italy ... 102
Ports of ... 47
Recognition of ... 208
Protest:
Misuse of hospital ships ... 89
Destruction of hospital ships ... 90
Terms of armistice ... 74
Provisional government, recognition of ... 12, 208, 212
(*See also* De facto government, Recognition.)
Provisioning of belligerent war vessels in neutral port ... 50, 151
(*See also* Base of operations.)
Prussia, abdication of king of ... 55
Radiotelegraphy:
Berlin convention relating to ... 213
Control of, by belligerent ... 86
Control of, on vessels in territorial waters ... 86
Great Britain, proclamation relating to ... 86
Restrictions upon use of ... 204
Sojourning vessel to observe regulations ... 121
Station not to be established in neutral territory ... 152
To be dismantled on interned vessel ... 155
United States law, authorizing taking over by government ... 190
Uruguay, decree relating to ... 212
Use of, required on passenger vessels ... 212
(*See also*, Armistice, Transmission of intelligence.)

Railways. (*See* Armistice.)
Rationing. (*See* Commercial restrictions.) Page.
Recapture 44
Reciprocity 121, 113
Recognition of—
Czecho-Slovak Republic by—
Austria 11, 13
Cuba 11
France 11, 49
Great Britain 11, 99
Italy 11, 109
Japan 11
United States 11, 209
Esthonia by Great Britain 11
Finland by—
Denmark 11
France 11
Germany 11
Norway 11
Russia 11
Sweden 11
Switzerland 11
Hedjaz by Great Britain 12
Jugo-Slavia by—
Allies 12, 98
Austria 12, 13
United States 12, 209
Lithuania by Germany 12, 54
New States, list of 11, 12
Poland by—
Austria 12, 13
Germany 12, 53
United States 12, 209, 212
Russian provisional government by—
France 12
Great Britain 12
Italy 12
United States 12, 208
Ukraine by—
Germany 12, 54
Russia 12, 54
Recruiting in neutral territory forbidden 162
Red Cross:
Note relating to destruction of hospital ships 90
Protection of 149
Registration of vessels, United States regulations 205
Release:
Of innocent vessel, ... 41, 43
Of recaptured vessel 44
Of persons on prize 42
Religious vessels. (*See* Vessels.)
Reparation. (*See* Armistice.)
Repair of vessels. (*See* Asylum.)
Repatriation of prisoners of war. (*See* Armistice.)
Reprisals 60
Threatened 90
Requisition:
Appraisal of vessels 171
Of bunker fuel on neutral vessel permitted 170

Requisition—Continued. Page.
Of enemy vessel ... 113
Compensation for ... 170, 171
United States resolution authorizing ... 171
Of material on neutral vessel ... 170
Of merchant vessels, agreement for use of ... 105
Authorized ... 104, 163
Compensation for ... 104, 105
Italian decree relating to ... 104
United States act authorizing ... 166
Uruguay decree authorizing ... 213
Of national vessels ... 114
Of neutral vessels ... 167
Compensation for ... 169
Right of when in belligerent jurisdiction ... 166
Justification for ... 169, 170
United States authorization ... 166, 167, 170
Requisitions, to be paid for ... 33
(*See also* Armistice.)
Restoration:
Of illegally taken prize ... 151
Of territory. (*See* Peace terms.)
Of vessels. (*See* Armistice.)
Retaliation ... 52, 193
Revolution. (*See* Abdication, Recognition.)
Responsibility:
For destruction, in prohibited area ... 135, 136
For destruction of neutral vessel ... 126
For violation of conventions ... 90
Rhine:
Evacuation of left bank of ... 58, 69
Occupation of right bank of ... 76, 183
Riga, Gulf of, navigation in, closed ... 138
Rivers. (*See* Territorial waters.)
Roadsteads. (*See* Territorial waters.)
Rome, Congress of (1918) ... 209
Roumania:
Armistice ... 12
Declaration of war ... 11
Evacuation of ... 61
Export to, prohibited ... 196, 199
Import from, prohibited ... 201
Law, protection of Red Cross ... 149
Notice of mine fields ... 118, 119
Passage of troops, forbidden ... 34
Roumanians, declaration of independence of ... 108
Russia:
Abdication of Czar ... 12, 144
Agreement with Italy on entry into war ... 101
Armistice ... 13, 145
Care of prisoners of war ... 80
Decree, treatment of cargo on national vessels ... 128
Decree, declaration of London ... 130
Evacuation of ... 61
Export to, prohibited ... 196, 199
Import from, prohibited ... 201
Internal situation of ... 51
Notice of mine fields ... 132, 133, 134, 135, 136
Order, enemy character of vessels ... 131

Russia—Continued. Page.
Recognition of provisional government of ... 208
Recognition of States by ... 11
Regulations, appraisal of prize ... 127
Regulations, export of goods ... 139
Regulations, navigation ... 131, 136, 137
Regulations, prize ... 121, 127, 128, 129, 130
Regulations, sojourn of vessels ... 120
Reply of provisional government to recognition by United States ... 208
Warships to be surrendered ... 66
Safety regulations ... 121
Sale of vessel. (*See* Transfer of vessel.)
Salvador:
Export to, prohibited ... 196, 199
Import from, prohibited ... 201
Samos, Island of, defensive sea area around ... 159
Sanitary regulations ... 45, 152
San Marino:
Export to, prohibited ... 197, 199
Import from, prohibited ... 201
Sardinero, Spanish vessel submarined ... 168
Scientific vessels. (*See* Vessels.)
Search:
Procedure ... 41, 122
Use of force ... 41
(*See also* Visit and search.)
Secret treaties. (*See* Treaties.)
Secretary of Commerce. (*See* United States.)
Secretary of the Navy. (*See* United States.)
Secretary of War. (*See* United States.)
Self-determination, right of ... 47, 108
(*See also* Nationality.)
Sequestration. (*See* Prizes.)
Serbia:
Claim to Albanian territory ... 102
Deficiency of transport material ... 31, 32
Export to, prohibited ... 197, 199
Import from, prohibited ... 201
Telegraphic service with ... 32
Territory to be evacuated ... 35
Ships. (*See* Vessels.)
Ship's papers:
Care of after capture ... 42
Destruction of, renders vessel liable ... 42
Fraudulent, renders vessel liable ... 42
List of ... 39, 40
To be turned over to convoying vessel ... 154
Siam:
Export to, prohibited ... 197, 199
Import from, prohibited ... 201
Sick and wounded. (*See* Armistice, Red Cross.)
Sailing vessels. (*See* Vessels, Navigation regulations.)
Sofia, Bulgaria, not to be occupied ... 37
Sojourn:
China, regulations relating to ... 38
Ecuador, regulations relating to ... 45
France, proclamation relating to ... 47
Germany, regulations relating to ... 49
Norway, note relating to ... 117
Of armed merchant vessels ... 38

Sojourn—Continued.
Of belligerent war vessels—
Duration of stay— Page.
Twenty-four hour rule 150,151
Fourteen days 50
Forbidden 118
Hague conventions to apply 46
Interval between departure of vessels of opposing belligerents, 24 hours. 50,151
Licensed pilots to be employed 152
Local regulations to be observed 152
Notice to port authorities required 49,121
Number of vessels in port at one time, 3 50,151
Of hospital ships 151
Of nonbelligerent war vessels—
Anchorage regulations 45
Crew not to land armed 46
Death sentence not to be executed on 46
duration of stay, 15 days 45
Forbidden—
In inner territorial waters 150
In war ports 117,150
Hydrographic observations forbidden 46
Notification of port authorities required 45,46
Number of vessels in port at one time, 3 45
Violation of regulations, ground for ejection 46
Of privateers, forbidden 152
Of prizes. (*See* Prizes.)
Of scientific, religious, and philanthropic vessels 50,151
Of submarines, forbidden 116
Of vessels—
Application of reciprocity 121
In belligerent port, regulations 46,147
Violating neutrality, forbidden 150
With heads of State 45,50
With diplomatic officers 45,50
Russia, regulations relating to 120
Somaliland, Italian expansion in 103
South America, restriction of German business in 92
Sovereign state, rights of 169
Spanish language, use of, in cables permitted 156,174,177,180
Spain:
Destruction of vessels of 168
Export to, prohibited 197,199
Import from, prohibited 201
Restriction of German propaganda in 92
Vessels trading with, to be examined 203
Zone of influence in Morocco 116
Sphere of influence 102,116
States of the world, list of 196,198,201
Submarine cables. (*See* Cables, Censorship.)
Submarine mines. (*See* Mines.)
Submarine vessels:
Moroccan ordnance relating to 116
Neutral military, forbidden in neutral waters 118
Neutral, regulations for 116
Navigation regulations for 118
Surrender of. (*See* Armistice.)
Use of 91

Page.
Submarine warfare, effect of 93, 168
Supplying vessels. (*See* Base of operations, Provisioning.)
Supreme War Council, declaration with reference to Slavs 98
Suspension of arms, agreement for, 148; (*see also* Armistice).
Sweden:
 Decree, internment of war vessels 155
 Exports to, prohibited 97, 197, 199
 Import from, prohibited 201
 Intermediary between United States and Austria-Hungary 209
 Law, convoy 153
 License for export to 195
 Mine fields, on coast of 134, 135
 Mine laying by 132, 134
 Note, extent of territorial waters 153
 Proclamation, protection of hospital ships 149
 Recognition of States by 11
 Regulations, navigation of Kogrund passage 156
 Regulations, neutrality 150
 Trade agreements 194
Switzerland:
 Export to, prohibited 197, 199
 Import from, prohibited 201
 Intermediary between United States and Germany 211
 Licenses for export to 195
 Prisoners of war interned in 61
 Recognition of States by 11
 Trade agreements 193
 Vessels for use of 168
Syria:
 Minefields off coast of 48
 Surrender of garrisons in 161
Taxing power of state not affected by Government operation of means of communication 190
Telegraph, censorship of 172
 United States law authorizing taking over by Government 190
 (*See also* Armistice, Cable, Censorship, Transmission of intelligence, Radiotelegraphy.)
Telephone:
 Censorship of 172
 United States law authorizing taking over by Government 190
 (*See also* Armistice, Censorship, Transmission of intelligence.)
Territorial integrity, Persia 148
Territorial inviolability 102
Territorial waters:
 Bays, definition of 100, 116
 Definition of 100, 116
 Extent of—
 Three-mile limit 116, 118
 Four-mile limit 118, 153
 Six-mile limit 100
 Inland, navigation of 49, 132
 Inner, defined 150
 Innocent passage of 151
 Italy, decree relating to 99
 Morocco, ordinance relating to 116
 Neutral, hostilities in forbidden 50, 151
 Neutral, visit and search in, forbidden 39
 Norway, regulations defining 118
 Rivers, navigation of 49

Territorial waters —Continued.	Page.
Roadsteads, Swedish	150
Swedish note relating to	153
Use of radio-telegraphy in	86
(*See also* Ports.)	
Territory:	
Belligerent, control of property within	160
Evacuation of. (*See* Armistice.)	
Trade with the enemy:	
Prevented	91
Vessels engaged in, liable to capture	40, 42
United States act prohibiting	193
(*See also* Commercial restrictions.)	
Transfer of flag. (*See* Transfer of vessels.)	
Transfer of vessels:	
Canada, act relating to	87
France, law relating to	47, 48
Great Britain, law relating to	87, 88
Incomplete, evidence of enemy character	39
Italian decree, relating to	105
Japanese ordinance relating to	114
Penalty for	48
Prohibited during war	47, 205
Procedure for	48, 122, 206
Restrictions applied to transfer of mortgages	88
To neutral flag forbidden by armistice	67
United States proclamation relating to	165
Means of, may be taken over by Government	190
Means of, not to be established in neutral territory	152
Means of preventing divulgence of military information	176, 177
To enemy, forbidden	172
To enemy, liability of vessels engaged in	49, 123, 124, 130
Transportation. (*See* Armistice, Navigation regulations.)	
Treaties:	
Armistice. (*See* Armistices.)	
Commercial—	
Denmark-United States	194
Netherlands-Allies	167
Netherlands-United States	194
Norway-Great Britain	194
Norway-United States	194
Sweden-United States	194
Switzerland-United States	193
Peace—	
Treaty of Bucharest, Roumania-Central Powers (1918)	62
Treaty of Brest-Litovsk, Russia-Central Powers (1918)	145
Treaty of Lausanne, Italy-Turkey (1912)	103
Prisoners of war	61
Radiotelegraphy, treaty of Berlin	213
Triple Entente, separate peace repudiated (1914)	103
War—Italy-Allies, conditions of entering war (1915)	101
(*See also* Declaration of London, Geneva Convention, Hague Conventions.)	
Treaty:	
Accession to	149
Secret	103
Violation of	90
Trentino, Italy to receive	101
Trieste, Italy to receive	101
Tripolitania, surrender of ports in	161

Page.
Trondhjem, Norway, military port 117
Troops, transport of, liability of vessel for 123, 124, 130
(*See also* Armistice.)
Turkey:
Armistice 13, 159
Asiatic, preservation of 102
Circular, defensive sea area 159
Export to, prohibited 197, 199
Import from, prohibited 201
Mine fields of coast of 48
Partition of 102
Tyrol, Italy to receive 101
Tyrrhenian Sea, mine fields in 107
Ukraine:
Declaration of independence 12
Recognition of 12, 54
United States:
Effect of breaking diplomatic relations with Germany 93
Effect of entering war 94, 95
Emergency Fleet Corporation 205
Espionage act, referred to 192
Executive order, creating Exports Council 192
Executive order, defensive sea area 164
Executive order, requisition of vessels 170, 171
Exports Administration Board 202
Exports Council 192
General order, divulgence of naval information 176
Law, application of neutrality laws to cobelligerents 162
Law, prohibiting export of commodities 195, 197
Law, prohibiting import of commodities 199
Law, violation of defensive sea area 161
Note, terms of armistice 211
Order, operation of cables 191
Postmaster General to operate cables 190
Proclamation, requisition of vessels 166
Proclamation, taking over of cables 190
(*See also* Armistice, Cable, Censorship, Radiotelegraphy, Telegraph, Telephone.)
Proclamation, trade prohibitions 195, 197, 199
Proclamation, transfer of vessels 165
Recognition of States by 11, 12, 98, 208, 209, 212
Regulations, bunker coal 202
Regulations, cable censorship 172, 173, 174, 177, 180, 183, 189
Regulations, cargo of sailing vessels 207
Regulations, dunnage export 206
Regulations, license to sailing vessels 201
Regulations, navigation 162
Regulations, registration of vessels 205
Secretary of Commerce, to issue export licenses 192, 197
Secretary of the Navy—
To censor cable lines 172
To issue war time radio instructions 204
Secretary of War, to censor telegraph and telephone lines 172
Shipping Board 165, 170, 171, 202, 203, 205, 206
Statements, requisition of vessels 167, 170
Terms of armistice suggested by 211
Trading with the enemy act, referred to 183
Treaties. (*See* Treaties.)

United States—Continued.
War Trade Board— Page.
Personnel ... 194
Report of policy ... 193
Supervision by ... 192, 203, 204, 205
War Trade Council ... 192
Unneutral service:
Liability of vessels for ... 42, 123, 124, 130
Vessels engaged in, not permitted in convoy ... 154
Vessels engaged in, to be refused bunkers ... 203
(*See also* Enemy character—Persons, enemy—Transmission of intelligence—Troops.)
Uruguay:
Decree, radio telegraphy ... 212
Decree, requisition of vessels ... 213
Export to, prohibited ... 197, 199
Import from, prohibited ... 201
Relations with Germany ... 11
Vardoe, Norway, military port ... 117
Venezuela:
Export to, prohibited ... 197, 199
Import from, prohibited ... 201
Vessels:
Allied—
Liability of enemy goods on ... 129
Trade to be carried on in ... 143
Appraisal of ... 127
Auxiliary, classed as war vessles ... 45
Bearing chiefs of state, sojourn of ... 50, 121
Bearing diplomatic officers, sojourn of ... 50, 121
Cartel, exempt from capture ... 42
Charter by neutral to belligerent ... 168
Coast fishing, exempt from capture ... 42
Construction for foreign owner forbidden ... 165
Enemy, liability of ... 43, 44
Enemy, treatment at outbreak of war. (*See* Days of grace.)
Fishing, navigation of ... 137
Hospital, distinguishing marks ... 149
Destruction of ... 89, 90
Exempt from capture ... 42
Misuse of ... 89
Note of International Red Cross Committee in reference to ... 90
Sojourn of ... 151
Swedish proclamation relating to ... 149
Use of distinguishing marks discontinued ... 91
Visit and search of ... 90
Interned, armed guard to be placed on ... 213
Local trading, exempt from capture ... 42
Merchant—
Conversion of ... 113
Enemy character, German regulations ... 52, 53
Liable to be fired on ... 88
Not considered contraband ... 125
National—
Bunker restrictions ... 203
Liability of enemy property on ... 129
License requirements ... 106
Permitted to navigate in mined area ... 157
Trade to be carried on, in ... 143
Trading with the enemy, liability of ... 42
Treatment of cargo ... 128

Vessels—Continued
Neutral— Page.
Bunkers to, restricted 203
Liability of 123
Liability of cargo 124
(*See also* Enemy goods on neutral vessel.)
Registration of 205
Sailing—
Cargo on, restricted 207
Definition of 202
Forbidden in war zone 201, 202
Licenses to prohibited 201
Scientific, philanthropic, and religious:
Exempt from capture 42
Sojourn of 50, 151
Small, navigation of 138
Submarine. (*See* Armistice; Submarine vessels.)
Surrender of. (*See* Armistice.)
Transfer of. (*See* Transfer of vessels.)
War, definition 45
Virgin Islands, enemy vessels in, not to be requisitioned 171
Visit and search:
Examination of papers 40
Forbidden in neutral waters 39, 50, 151
Great Britain, notice relating to 87
In belligerent waters 163
In port 94
Japanese instructions relating to 113
Liability for disobeying orders 88
Liability for resistance to 44, 123
Of hospital ships 90
Procedure for 40, 88, 113
Release of innocent vessel after 41
Right of 39
Vessels subject to 40
Vistula, river 62
Vital interests 102, 108
War, state of, proclaimed 166
Warship, definition 45
War Trade Board. (*See* United States.)
War Trade Council. (*See* United States.)
War zone:
Effect of 93, 94
Germany, declaration of 51, 168
Navigation restrictions in 201, 202
Treatment of hospital ships in 89
Treatment of neutral ships in 52
Vessels entering, without knowledge 52
War zones:
Bay of Biscay 201
Mediterranean Sea 52, 201
Waters around Azores 51
Waters around England and France 51
White Sea, mines in 133
William, German Emperor, abdication of 12, 55
Wilson, President:
Fourteen points of peace, referred to 210, 211
Statement with reference to Dutch ships 167
Proclamations and Executive orders by. (*See* United States.)
Yemen, surrender of garrison in 161

○